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BIRTHS.

On the 10th May, at Shanghai, the wife of Mr. MARCO GOLDSTEIN, of a daughter.

On the 15th May, at Shanghai, the wife of G. M. BOVES, of a daughter.

On the 16th May, at Shanghai, the wife of M. SUTTER, of a son.

MARRIAGE.

On the 18th May, at Shanghai, JAMES RANDALE ANDING, eldest son of late Surgeon Ading, to MARY AUGUSTA, daughter of the late Major Tool, Bombay Army.

DEATHS.

On the 14th May, at Shanghai, of acute pneumonia, RICHARD DUDLEY CRABBESWARD, son of the late Richard Crabbes-Ward, "Woodbury Lodge," Withington and "Wercham" Nonhof, England, aged 34 years.

VANIA.—At 6.30 P.M. on the 21st May, 1906, at the Government Civil Hospital, Hongkong, Mr. R. D. Vania, broker, age 55.

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SATURDAY, MAY 26, 1906.

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號六廿五香港

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 26, 1906.

POLICE WORK IN HONGKONG.

(19th May.)

No less than 11,517 cases were reported to the police during 1905, as we learn from the report of Mr. G. N. Orme, the assistant Superintendent of Police in Hongkong. But that was a decrease of 205 as compared with the previous year of 12,28 per cent.—not a startling reduction but still in a way satisfactory, when it is remembered that the population of the Colony is continually shifting, and the criminal classes are recruited from the scum of Canton, which seems to breed a special class of evil doers. In examining the character of the charges laid against the arrested persons, it is noteworthy that there was a decrease of 548 in the number of indictments for what are described as serious offences, the chief decreases being 302 in larcenies, 143 in "unlawful possession," and 44 in burglaries. There were 372 Europeans and Americans convicted of offences against the laws of the Colony, and 55 accused were discharged. The Chinese convictions numbered 10,921, the dismissals reaching the total of 1058. Only 94 Indians came before the Court, of whom 24 were acquitted of the charges laid against them. The difficulty of tracing murders is evidenced by the cases which were reported during the year. Six cases occurred. In three of these no arrest was made; in two cases the accused were acquitted, and in one, that in which a Filipino murdered a compatriot on board the "Tremont" while that vessel was lying in harbour, the prisoner was found guilty and sentenced to death, which was afterwards commuted to imprisonment for life. In the cases of manslaughter the police were more successful in obtaining evidence to convict the guilty parties. Under the heading of "gang robbers," it is stated that there were 24 offences during the year, but in 13 cases no arrest was made, which does not redound to the credit of the force. The fact that 16 of these robberies occurred in the New Territories may afford some explanation of the authorities' lack of success in bringing the crimes home to the guilty parties. It may be hoped that the introduction of the railway and the stricter policing of the districts may have the effect of curbing the lawlessness which appears to prevail in the New Territories. Every now and then the police develop a mania for arresting gamblers. They executed no fewer than 121 warrants in 1905, and 98 convictions were obtained. In 23 cases no gambling was found being carried on. The number of convictions shows an increase of 28 as compared with the previous year, but Mr. Orme remarks—"It is not easy to say whether these figures indicate a great increase in gambling or only that the police have been more successful in obtaining information." No doubt it is well that coolies should be checked in their habit of gambling, but it is very doubtful whether these raids do much good, beyond swelling the police exchequer. Gambling is a characteristic of all Eastern races; it is ingrained in the Chinaman; and the European is not above taking a hand in a game of chance when the opportunity offers. What difference there is between a mass which makes a practice of gambling every night for comparatively high stakes and the coolie who proceeds to a friend's house where he knows he will meet some kindred spirits, it is impossible to fathom. The one is as bad as the other in the opinion of most people, but who ever heard of Europeans being charged with gambling? And the punishment is so ridiculously light that it can, prove no deterrent to the inveterate gambler. In another column there appears to-day the report of two gambling raids; in one case the players were fined \$2 each and in another \$3 each—it would be interesting to know what led the Magistrate to differentiate between the heinousness of the offences so that he was able to find one set a dollar's worth more culpable than the other. Of course the keepers of the houses were more sharply punished, but presumably the "kitty" would be sufficiently large to meet the \$75 fine. But is it conceivable that a gambler would be restrained from gambling by the fear of a \$2 fine? There may be optimists who are of that opinion, but they must be in the minority. The coolie will reason that it is worth his while to take the chance of losing \$5 when there is a possibility of winning \$10 or \$20. The gambling evil is reprobated on every hand without much success. The late Mr. Osmond Earle used to stage a play called "The Gambler," in which all the terrible fruit of the green baize table were depicted in lurid colours, but it is safe to say that few were influenced by the sermon. Turning now to the question of stolen property, Mr. Orme states that the value of the property reported stolen during the year was \$1,758,736.18. Of that sum, \$90,186 came under the category of larceny by bailees, i.e., thefts and frauds by trusted servants (clerks, shroffs, compradores, etc.), a class of crime which the police, he says, cannot prevent, and in which, owing to the case with which the offenders can escape from the Colony and the difficulty of tracing them, it is very hard to obtain arrests and convictions. The sums to stolen are sometimes very large. There were two such thefts of \$50,000 and \$20,000 respectively from a bank, and eight others of \$10,000 and upwards, including one of \$5,000, from other persons. The value

of the property recovered by the Police and restored to owners was \$47,622.80. There were 395 opium warrants issued last year as compared with 2,444 in 1904; opium was found in 1,105 instances and 2,410 persons arrested. Thirteen samples of whisky, brandy, rum and beer were analysed and all were certified to be genuine. The poisonous fire water that the poor European gets when he is inclined to a carouse is unknown to the analyst. The report on the police force is entirely in its favour, but we would desire to know why the cost of the force has increased from \$380,789 in 1901, when the strength stood at 920, to \$517,453 in 1905, when the force stood at 1,018. It is not as if the European staff has increased, for there were 145 Europeans in 1905, whereas there were only 133 last year. An increase of \$16,004 due to the enlistment of a few Chinese seems an unusually large amount. There is much room for criticism in the report, but on the whole it is not unsatisfactory.

to various circumstances, such as a shifting population, transient residence and the like. But it seems almost ludicrous that people should post letters, post-cards, and articles of value with never a name or address to show for whom the parcels are intended. Yet that is repeatedly done, and done, apparently, by the very people who might be expected to have the most leisure to devote to their correspondence. No less than 65 picture post-cards were found in the letter-boxes, without the name and address of the party who was to be reminded of the beauties of Hongkong or of the sender. In not a few cases, the Postmaster-General states, the cards were posted in the same condition as they had been purchased. No fewer than 3,117 letters, 389 post-cards and 473 "other articles" were returned from the United Kingdom to the Dead Letters Branch in Hongkong; but the United Kingdom is not immaculate, for Hongkong reported by returning 2,723 letters, 426 post-cards, and 7,420 "other articles" to London. When it is stated that in 1904, the total number of articles not coming under the title of letters or post-cards, from all countries which had to be returned by Hongkong in 1904 was 9,775, it will be seen that the mother country alone nearly equalled that total last year. To Shanghai, correspondents in Hongkong sent 2,723 letters, 426 post-cards, and 7,420 "other articles" which were returned. The Hongkong authorities had not to return a single thing to Shanghai. It is tantalising to be in the dark regarding the nature of those "other articles." How many persons have been defrauded of presents because their friends neglected to address the parcels properly, and how many sent parcels to people who had either left the Colony or departed for another world? Altogether 11,112 articles were returned by the postal authorities of all countries to Hongkong as compared with 3,395 in 1904, an increase of over 300 per cent. An interesting remark is made by the Postmaster-General in referring to Chinese letters opened in the Dead Letters Branch. Forty letters were found to be irregularly posted with coin; with but one or two exceptions the coin consisted of one or two Chinese cash. Now, what was the object of the sender in enclosing in a letter such an infinitesimal sum as one cash? Turning to the revenue and expenditure of the Department for 1905, we find that there was a deficit of over \$170,611, due principally to the final settlement of the claim made by the Imperial Post Office against the Colony for our share of the subsidy to the P. & O. 1905. The result of the negotiations was that the Consuls of various Chinese stations from the burdonless and inappropriate duty of judicial service in the Celestial Kingdom. As is well known the extraterritorial courts of China are those provided by the foreign Powers for trial of their own subjects. Under international law an alien accused of crime in China is entitled to a trial by his own countrymen, assisted by representatives of all the other foreign nations who maintain Consulates in this country. In the case of the United States this duty now falls upon the Consuls, who, in a majority of cases, have neither the time nor the legal experience for the work.

that the jury might be excused for at least the remainder of the sessions, the Attorney-General rose in heat and vigorously opposed the motion. It is seldom that a jury is complimented, but the sincerest praise that could be offered was given by Sir Henry Berkeley when he objected to the proposal that a sensible, honest, and fair-minded jury should be dismissed. With sardonic humour, and those who know the Attorney-General are aware of his infinite capacity for, shall we say, roguish fun, Sir Henry begged to challenge the wisdom of the Bench, and no doubt he could have produced authorities in his favour. It is a well-known fact that Mr. Justice Wise is the Mr. Plowden of the Far East, or should rather be said the Commissioner Kerr, and when the Attorney-General objected to the "specious plea" that the over-worked jury should be released from duty, his Honour naively acquiesced in the objection. This was a mere tilt 'twixt Bench and Bar, and the outsider must form his own conclusions as to whether there was a tongue in the cheek. But where were the Jurymen? Where was the foreman to support and strengthen his Lordship's suggestion that his colleagues should be free to abandon themselves to the luxury of morocco-bound chairs in lieu of the hard benches of the Court? Not a word from those most concerned; merely a couple of pleasantries from the Bar and a nod of approval from the critic on the Bench. Perhaps, and probably, the jury were so astounded at the compliment that they beamed all smiles and forgot that their comfort was in the balance. At all events the Attorney-General carried his point, and the seven faithful men and true had to return to their imperial labours to-day. Therein

more than doubtful if the creation of a monopoly in favour of a privileged institution would be a satisfactory way of exercising the necessary supervision. It must be confessed that the intentions with which the Government is credited, when taken in conjunction with the nationalisation of the railways and various similar projects, indicate a tendency to interfere with the rights and activities of private enterprise which is calculated to give rise to serious apprehensions." Undoubtedly, such touring on the part of the Government is not dignified nor useful. It would not be tolerated by business men of the United Kingdom or America, and however patriotic the Japanese may be, it is not likely to be acquiesced in by them. For, after all, business is not conducted on philanthropic lines. The country which seeks to retain all its interests within its own bounds is liable to find that the foreign markets can also play the same game. Japanese firms, however, are too shrewd to be guided by the molly-coddling policy of the Government, which has enough to do in rejuvenating the country after her late trials without interfering with private enterprise.

SIAM'S CURRENCY.

(25th May.)

From the *Bangkok Times* we reproduced yesterday the announcement that the Siamese Government is considering arrangements for the introduction of a gold coinage. Commenting on the announcement, our contemporary observes that it is a reminder of the success of the steps that were taken three and a half years ago to place the currency on a gold basis. No date has yet been fixed, but various technical points are up for decision, and the present intention is to issue the new coins within the next twelve months. The practical fixing of exchange at about the Government rate has been attained, much more speedily than probably any one expected. Steadiness has been the distinguishing feature of the exchange market for the latter half of the period that has elapsed since the Mint was closed, to the free coinage of silver, and now that the Government gives a guarantee to prevent the exchange value of the tical falling more than a farthing below the Treasury selling price, all danger of serious fluctuation is rendered impossible. A gold coinage can, therefore, be safely introduced, and the two coins proposed ought to prove a great convenience. They will, of course, be a double standard of value, Siam has more than one currency problem to solve, but these are subsidiary and much satisfaction must be felt at the success with which the main problem has been dealt with. The conspicuous success that has marked the reform of the currency of the Kingdom has had its reflex on the prosperous condition of the trade of the country—a condition which is certain of being capable of still greater development once the currency of the country is placed, as it is now, on a position wherefrom all the disadvantages of instability are removed.

FRANCE IN SOUTH CHINA.

We are pleased to be able to give prominence to the official denial, which reaches us through the courtesy of M. Liebert, Consul for France in Hongkong, of the accuracy of the report emanating from Peking on the subject of the alleged understanding for the withdrawal of French troops from Lungchow, and not Liuchow, as erroneously reported. On the 22nd inst., our correspondent at Shanghai wired the information, which had evidently reached the Northern Settlement from the Chinese capital that "it is announced that France has come to an understanding with China with regard to her garrison in South China. She agrees to withdraw her troops from Liuchow [Lungchow] conditionally. French troops will be withdrawn if China allows her, as a *quid pro quo*, the right to construct a railway from Liuchow to Kweilin." This report appeared to M. Liebert, like many of its predecessors which had gained currency during the past twelve months, to have originated from sources not too friendly to French interests in this part of the Chinese Empire. It was quite recently stated in the Press in the North and the report subsequently reproduced in the South that H.E. Liu-Shan-nien, Governor of Kwangsi province, had sent a dispatch to the Waiwupu charging the French from Tonkin with promiscuously invading non-treaty towns in Kwangsi and establishing hongs and godowns in them, even going so far as to purchase secretly land from private individuals without the authorisation of the local officials, all of which were in violation of the Chinese treaties with France. The Governor asked the Waiwupu, it was stated, to lodge a strong protest with the French Government and stated that he himself intended to address the French Consul in Kweilin, the provincial capital; at the same time he suggests to the Waiwupu that some arrangement should be come to with the French Government by which a limit must be set to the number of French troops quartered at present in the treaty port of Lungchow, near the Kwangsi-Tonkin borders. These troops, by the way, the report proceeded to state, were introduced into Kwangsi when the recent insurrection in that province was at its height, two years ago, on the plea that they were necessary for the protection of French trade in that port of Kwangsi, although a brigade of disciplined troops from Hupeh had been sent to Lungchow for that very purpose. This and others are the specimens of the tales which are decidedly inimical to France in South China. Ever watchful of the best interests of his country, M. Liebert, faithful to his charge, cabled the substance of the Shanghai message, of the 22nd inst., to the Governor-General at Hanoi. The categorical reply from M. Beau, which we have the privilege of reproducing textually in telegram columns, is an emphatic denial of the allegations which we are glad to be the medium of stating have no foundation in fact. The consular representative for France in Hongkong asserted, in an interview with a representative of this journal, that the conduct of political affairs

of his country in China was honest and entirely above board, and he welcomed the opportunity to place before the public the exact position of his country in South China. The relations of high French officials with the Chinese authorities are of the most cordial character, and we have the authoritative statement, native reports notwithstanding, that the intercourse of the Taotai of Lungchow and the French authorities in the Indo-Chinese frontier is maintained on a most friendly basis. There is no good reason why so amicable an understanding should not always exist. In the recently published Decennial Report issued by the Imperial Maritime Customs we can glean no fact in the historical epitome for the period prejudicial to the interest of the Republic. We learn that the work of the delimitation of the Kwangsi-Tonkin frontier, which recommenced in 1894, was completed in June, 1894. The French and Chinese officers appointed to make maps of the frontier line from Ping-erh-kuan to the Yunnan border began their surveys in January, 1894, and in April of the same year they returned to Lungchow to complete maps, which were signed and exchanged in June. A single disputed point was referred to Peking for settlement. In June, 1894, Colonels Gallieni and Vallières arrived from Langson, bringing with them a new set of maps of the Kwangsi-Tonkin frontier, embodying the alterations made. These maps, replacing those of June, 1894, were signed and copies exchanged in the Taotai's yamen. No points were left unsettled, and the tedious work of defining the frontier was at last ended. It might be interesting to learn that, on the 18th April, 1900, the Comptoir Français du Tonkin, the only foreign firm established there closed its business at Lungchow, having sold about one-half of its goods to a Chinese storekeeper, who has himself opened a branch store at Talung, on the frontier. On the 7th May a French school-master arrived there, and, on the 14th July, opened a "French school" by order of the Governor-General of Indo-China. The population of the city of Lungchow is about the same as it was ten years ago, i.e., about 20,000 inhabitants. The composition, character, and occupation of the people have not been subject to any material change. The actual number of troops on the frontier is not ascertainable. There are twenty camps, containing, it is said, some 10,000 men. The number of Foreign residents in and about Lungchow on the 1st December, 1901, was eleven in all—ten French and one British.

THE ORIENTAL TRADE.

No people are more alive to their interests in the immense possibilities of the development of trade with China than are the Americans, who are making every effort to seize the tide at its flood when trade shall resume its normal course as soon as the unsettled condition of the country once again comes into view by extraneous conditions following the Russia-Japan war. Hence the views expressed by representatives of the mercantile community of the States resident in the East are always worth noting. An American, long resident in Japan, has written to the *New York Post* a discussion of the requisites of Oriental trade. He repeats with the authority of long experience what an American journal says it has often tried to impress upon their merchants and manufacturers. If their trade is to go farther than flour, cotton and petroleum, they must study the demands of the Oriental market and meet them in their manner of manufacturing and packing. The writer of the letter says it is a matter of personal knowledge with him that Americans, when told that goods of a certain grade, packed in a special manner, are required for the Asiatic market, have answered: "We do not pack that way. If buyers want our goods they must take them as we prepare them." When told that they should learn the language of the market they seek, the answer is: "Let them learn English. We have no time to learn their language." These observations have called forth some pertinent comments of a prominent paper in the Pacific coast. The *Call* remarks, the English and Germans learn enough Chinese and Japanese for the purposes of trade. Therefore the American insurance companies and commercial houses in China and Japan are managed by other than Americans, by Europeans who speak the language of the country. To this there is one notable exception. The Standard Oil Company, in its Asiatic operations, makes a specialty of employing Americans who speak the language of the market with which it is dealing. It is said that at present the only chance for commercial employment in the East, for the few Americans who are studying Chinese and Japanese in American colleges, is with that company. Even then the students of Japanese, when they arrive, find it necessary, in many cases, to make up for errors in the college instruction. In teaching both Chinese and Japanese in our colleges our contemporary states, "the literary language alone is deemed worth attention. In Japanese the colloquial language is scrupulously avoided and the students are taught Sino-Japanese, which is of no use in trade, for it is the literary language, for sermons, lectures and addresses and text composition. The substructure of Japanese and Chinese is the colloquial tongue, the language of common intercourse and trade. The literary language is the superstructure. Our college chairs of Oriental languages should teach the practical colloquial tongue first, and thoroughly; then the student may go further if he need or choose to do so. When students who have no knowledge of the colloquial tongue go out to the East, they find the literary language of no, or little, assistance in acquiring the colloquial, which alone they can use in trade and business. It seems strange that after so many years of contact with the Orient we find ourselves so little prepared with the means of getting the trade we ought to have. If our commerce is to be confined to flour and raw textile fiber, its

proportions will never justify our expectations. It does seem as though our two great California universities should supply the men needed in that trade with a working knowledge of the commercial, or colloquial language of China and Japan." In support of its assertions, the *Call* advances the suggestion that direct contact is required for the best conditions of trade, and knowledge of the language is absolutely necessary to make it effective. At present, as American Consuls in the Orient report, the attempt to make trade are by correspondence. They say that while English and German merchants are prompt in response to correspondence, American often make no reply at all, or, as in several cases observed, the reply runs: "We shall be glad to fill any orders you send, but upon our own terms and conditions." As the other party's wishes are ignored in advance, we request copies back for a statement of "our own terms and conditions," and there is no trade. Under these circumstances, the article from which we quote concludes, "it is not surprising that Japan is getting trade in China that we might have, and that our European rivals are getting trade in both empires that should be ours. If there is a boy in California who wants a profitable career as a merchant in the Orient, let him employ a bright Chinese who can teach him the colloquial Cantonese dialect, which is spoken also by the Koreans. He will have no difficulty in finding a Japanese schoolboy who can teach him the trade language of that country. A vocabulary of a thousand words in each will equip an American for Oriental trade. The time spent will be more profitably employed than in the merely intellectual pleasure of acquiring Greek and Latin, Chinese and Japanese are older tongues than these, and they have undergone evolution from their primitive form. If the Pacific Ocean is to become an American lake, we must know the languages spoken and the possibilities of commerce on the Oriental shore of our big pond."

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE STRANDED "ROON."

SALVAGE VESSEL DESPATCHED.

Shanghai, 19th May,

The Norddeutscher Lloyd's s.s. *Roon*, which went ashore on a rock off Kotashima Island [as reported in our telegram columns last evening] is in a dangerous position. All the passengers and crew have been safely landed and taken to Moji, sufficient caretakers being left on board.

The Japanese salvage steamer *Miyagi* has been despatched to the *Roon*.

Later.

The s.s. *Roon* is found to be in a more favourable position, and the weather conditions are favourable. I.I.G.M.S. *Hansa* (not the Japanese salvage vessel) is assisting in towing her off the rocks. Further particulars to-morrow.

[The s.s. *Roon* is a steel twin-screw steamer of 8,133 registered tonnage, built in 1902, by J. C. Tecklenberg, at Bremen, for the Norddeutscher Lloyd Steam Navigation Company. Her length is 435.9 feet, breadth 55.8, and depth 36 feet, and she is registered in Bremen. The above telegram was kindly furnished to a representative of the *Hongkong Telegraph* by Messrs. Melchers & Co.—Ed., H.K.T.]

CHINESE IMPERIAL CUSTOMS.

MINISTERS DISSATISFIED WITH CHINA'S ANSWER.

WAITING A REPLY TO BRITAIN'S PROTEST.

[From Our Own Correspondent.]

Shanghai, 21st May,

12.15 p.m.

The Diplomatic Corps at Peking has held a conference to consider the probable effect of the appointment of Chinese officials to the office of High Commissioners of Customs.

The conference arrived at the conclusion that the reply of the Chinese Government to the joint protest presented by Great Britain and the United States is unsatisfactory.

It has been decided that before further steps should be taken in the matter the Diplomatic Body will await the reply to the second and stronger protest which was lodged by Great Britain.

[Last Monday, we published a telegram from our representative in Shanghai stating that the British and American Ministers at Peking had presented a vigorous protest against the appointment of Chinese officials to be High Commissioners of the Imperial Maritime Customs. It was contended that such appointments would deprive Sir Robert Hart of the powers which were conferred on him, and would lead to uncertainty and loss of prestige. At the same time, it was reported that the French and German Ministers seemed to be indifferent one way or the other. Evidently, the apathy of the foreign diplomats at Peking has changed to active interest in the dominating power of the Imperial Customs, which is not to be wondered at, considering that the personnel of the services comprises all nationalities. In response to the British-American protest, the Chinese Government issued an explanation to the effect that the Commissioners had been appointed simply with the view of preventing complications arising in the possible event of Sir Robert Hart's retirement. That did not satisfy the British Minister who presented another protest, to which no reply has yet been received.—Ed., H.K.T.]

THE "ROON."

SUCCESSFULLY RE-FLOATED.

TO BE DOCKED AT NAGASAKI.

[From Our Own Correspondent.]

Shanghai, 21st May,

12.15 p.m.

The Norddeutscher Lloyd steamship *Roon*, which went ashore off Matsushima, has been re-floated.

She proceeded to Nagasaki where she has now arrived, and will be docked for repairs.

[We are informed by Messrs. Melchers & Co., the Hongkong agents of the Norddeutscher Lloyd, that the steamship *Roon* was successfully re-floated at 6 p.m. on Saturday. In company with H.I.G.M.S. *Hansa*, which went to the rescue of the stranded vessel, the *Roon* proceeded to Nagasaki, and as we now learn, she has arrived there safely.—Ed., H.K.T.]

KOWLOON-CANTON RAILWAY.

WAIWUPU OBJECTS TO BRITISH AGREEMENT.

VICEROY SHUM INSTRUCTED TO AMEND ITS TERMS.

[From Our Own Correspondent.]

Shanghai, 21st May,

3.50 p.m.

The Waiwupu have decided to send instructions to Viceroy Shum to amend the terms of the Kowloon-Canton railway draft agreement for the construction of the line, which had been made between His Excellency and the representative of a British syndicate.

It is stated that the Waiwupu do not consider the draft signed by the Viceroy as being entirely satisfactory.

[According to a Canton despatch which was published recently, Viceroy Shum signed the rough draft of an agreement with Mr. J. O. P. Bland, representing a British syndicate, for the construction of the Kowloon-Canton railway. The syndicate was to lend to the China funds for the entire construction of the line, said loan and interest thereon to be guaranteed by the likin on salt in Kwangtung province, and so long as the loan was not repaid the working and control of the line were to be in the hands of the syndicate. The details of the draft agreement were sent to Peking for the approval of the Waiwupu, who, it appears, are not at one with the Viceroy as to the advisability of accepting its terms as it stands. Ed., H.K.T.]

KOWLOON-CANTON

VICEROY SHUM'S AGREEMENT.

WAIWUPU'S OBJECTION.

[From Our Own Correspondent.]

Shanghai, 22nd May,

2.30 p.m.

The agreement recently concluded between His Excellency Viceroy Shum and the representative of the British and Chinese Corporation has not found favour with the Waiwupu.

The specific objection of the Chinese Foreign Office is to the fourth Article of the Agreement.

FRANCE IN SOUTH CHINA.

WITHDRAWAL OF TROOPS FROM LIUCHOW.

CHINA'S QUID PRO QUO.

[From Our Own Correspondent.]

Shanghai, 22nd May,

2.30 p.m.

It is announced that France has come to an understanding with China with regard to her garrison in South China.

She agrees to withdraw her troops from Liuchow conditionally.

French troops will be withdrawn if China allows her, as a *quid pro quo*, the right to construct a railway from Liuchow to Kweilin.

JAPANESE AMBASSADOR TO LONDON.

BARON KOMURA APPOINTED.

[From Our Own Correspondent.]

Shanghai, 22nd May,

2.30 p.m.

In succession to Baron Hayashi, the Japanese Government have appointed Baron Komura Japanese Ambassador to London.

EMPEROR INTERVENES.

IMPOSSIBLE CUSTOMS CONDITIONS.

[From Our Own Correspondent.]

Shanghai, 23rd May,

12.35 p.m.

The British protest regarding the appointment of Commissioners to the Customs has been presented.

All the Ministers are at one with the British representative,

The Emperor has issued a rescript to the effect that the appointment of the Commissioners will not take effect immediately.

THE "LOKSANG" INQUIRY.

THE COURT'S FINDING.

OFFICERS EXONERATED.

[From Our Own Correspondent.]

Shanghai, 25th May,

2.35 p.m.

The inquiry into the circumstances attending the stranding of the Indo-China S. N. Co.'s steamer *Loksang* has been concluded.

The Court found that the officers were not to blame for the accident and were not negligent in the navigation of the vessel.

The Court ordered that the Captain pay the costs of the inquiry.

[The s.s. *Loksang* was on a voyage from Shanghai to Chefoo and Newchwang when she went badly aground on North Point, about fifty miles west of Newchwang, on the eastern side of the Gulf of Liaotung, on the 21st ult. She was subsequently refloated, and proceeded to Tsingtao for temporary repairs. The *Loksang* has since been drydocked at the Tungkakao dock, Shanghai, where her damage will be made good.—Ed., H.K.T.]

ANGLO-RUSSIAN RELATIONS.

CENTRAL ASIAN UNDERSTANDING.

CHINESE APPREHENSION.

[From Our Own Correspondent.]

Shanghai, 24th May,

2.40 p.m.

THE MILLIONAIRE IN THE FAR EAST.

MRS. ARCHIBALD LITTLE'S NEW BOOK.

21st inst.

Some people dream millions, just as Cecil Rhodes thought in continents; but Trevor Lawrence is a millionaire who can speak and act in millions sterling. He is "inordinately rich"—that is the first sentence in Mrs. Archibald Little's latest creation, "A Millionaire's Courtship." He came into a hundred thousand a year on his father's death, and when we meet him he does not know what he is worth, which is a comfortable position to be in, and one which most of us would accept without a moment's hesitation. The other dramatis personae are Lady Morton, his sister, who looks upon her brother as a sort of demi-god, who can do no wrong; Lady Lilian, an indefinite sort of creature, all flounces and frills and poses, with a weakness for scandal, a habit of back-biting and a lack of personality; given to all sorts of fads and foibles, from strong drink to Christian Science. She is married to a minister, and lives in a castle. Then there are two young rascals, sons of Lady Morton, who are a trial to the flesh. A Lord Morton is something in the diplomatic line in St. Petersburg, but he does not count for much. There is a Consul-General at Hankow, a grand old man, and his daughter Betty, the heroine. Also numerous individuals who fall from Shanghai.

Trevor Lawrence being sick of the world, and having money to burn, decides to take a trip to China, and Lady Morton, his sister, decides to go with him in his private yacht. In the second chapter they arrive at Hongkong, and immediately discuss the Chinese custom of foot-binding. Lady Morton declares that "England has done all it could be expected to do" in Hongkong. To which the millionaire replies: "Except teach the Chinese laws of sanitation, and force them to unbind their women's feet."

"It would be un-English to interfere with the domestic customs of another race," said she.

"A great many things are un-English, which may be very desirable," replied her brother. "We punish cruelly to children in England. Why should we permit it in Hongkong? Do you think it would prevent Chinese from flocking here to enjoy the advantages of a free port and just tribunals? Chinese are too practical for that. Most of those here are probably ashamed of foot-binding. But custom is too strong for them to do away with individuality. They would probably be grateful for our help in the matter."

"I daresay he may be 'right,'" said Lady Morton afterwards to the Governor's wife.

"But that is what I am always so afraid of about Trevor, that all his brilliant abilities will be wasted from his always fancying he knows what other people are wishing and feeling."

"No one can tell what the Chinese are wishing and feeling. I have been here twenty years and have not the least idea," said a permanent official.

The Governor's wife looked from one to the other, wondering how to please them both, evidently her duty in her position. It did just occur to her *en passant* that although very worthy, very worthy indeed, no one would ever have attributed very brilliant abilities to the permanent official.

The General's wife, on learning that Lawrence is a multi-millionaire, determines that, if possible, he may be induced to take one of her daughters off her hands, and a picnic is arranged to Aberdeen, but from the match-making mamma's point of view the excursion is a fiasco. Lawrence is not to be inveigled into an engagement, and the General's daughter has, in the end, to be content with the A.D.C.

There is a trip to Macao, where the millionaire spends "long hours in the romantic melancholy of Camoes' grave" and incidentally meets "the long-legged child," in other words,

Betty, a most precocious being, who suggests that Trevor Lawrence should do some good with his money. "Why not run a line of steamers on the upper Yangtze and build this railway through from Burma?" she says.

And that is the idea which engrosses the mind of the Englishman until he determines to carry the idea into effect. It will be recognised that this is a millionaire in very truth. He will have no companies to interfere with his project; he must be supreme head and himself furnish the capital.

The scene shifts to Shanghai where Lawrence and Lady Morton are involved in a round of frivolity, and incidentally become mixed up in some love affairs, including an elopement.

The "long-legged child," with her father the Consul-General, appears on the scene again;

the British official being on his way to resume his duties at Hankow. At Shanghai, Betty discards short frocks and becomes a young woman—the dresses being supplied by Lawrence, who assumes the role of protector and guardian. It is rather an unusual idea, but it may pass.

From Shanghai the travellers proceed up the Yangtze to the province of Szechuan, where they have various adventures. They have a chef, valet, maid, and all the appurtenances of civilised life, for Trevor Lawrence is what may be described as a managing man. They encounter with a party of English lady missionaries, which gives Mrs. Little an opportunity of dilating on the self-sacrificing labours of missionaries in China. At last they meet the officials whose assistance has to be obtained if the railway is to be built. The millionaire's dream is to have a railway from Rangoon to Hankow, "with branch lines to Siu-fu and Chentu along which to bring the material for the great Yunnan Railway, the Great South Asian, ultimately to run direct from Calcutta to Shanghai."

A new tug is being brought out to work on the upper reaches of the Yangtze. Theons of Lady Morton disappear and eventually turn up as cabin boy and seaman respectively on the new vessel. Meanwhile a warmest feeling than mere friendship is growing up between the millionaire and Betty; there are the usual vicissitudes which mark the course of true love, but at length all comes right, and as a wedding present from her husband, Betty gets a sheaf of telegrams stating that the South Asian railway is a reality. Trevor Lawrence is raised to the peerage, the Consul-General at Hankow becomes H.B.M. Minister at Peking, and all's well.

Mrs. Archibald Little has written a captivating story, brimful of life and incident, surcharged with Chinese scenes and customs, and always readable. Those who know China best will best appreciate the description of Chinese modes of thought, that modernity which clashes with antediluvianism. Mrs. Little has added to her already high reputation as a novelist by this volume with its Far Eastern background.

"A Millionaire's Courtship," by Mrs. Archibald Little: Mr. T. Fisher Unwin, London.

TRADE-MARK PROSECUTION.

A QUESTION OF CHINESE MEDICINES.

21st inst.

At the Police Court this afternoon, before Mr. F. A. Hazeland, Wong Koon Tsui, of 147, Hollywood Road, was summoned. Yik King Ho, of 193, Hollywood Road, for having falsely applied to certain Chinese medicines, a mark, so nearly resembling the complainant's registered trade-mark, as to be calculated to deceive purchasers. It was also alleged that defendant had in his possession certain dies, blocks, machines, or other instruments with the same intent.

Mr. G. K. Hall Bruton, of Messrs. Bruton and Hett, appeared for the prosecution, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, defended.

Mr. Bruton said that the complainant was a herb dealer, of Hollywood Road. It appears that he had been doing business for the last six or seven years. For the last forty years complainant's family had used a trade-mark, which was registered in 1897. The defendant was formerly in the employ of complainant. At the beginning of this year he left the shop and opened an establishment of his own, in the same street, and carried on a similar trade.

Mr. Grist said that, in order to facilitate the business of the Court, he would say that his client did not carry on business in the Colony. In fact, the prosecution had summoned the wrong man.

His Worship asked whether the summons could not have been altered.

Mr. Grist said that could not be done, now. The licence was issued in the name of another man, and that man was willing to come forth and say so.

Mr. Bruton remarked that according to his information defendant was the man carrying on the herb business referred to.

Mr. Grist said that it was his intention of calling the other man as his witness, and the latter would be able to say that he carried on the business. The defendant was only an employee in the firm.

Mr. Bruton observed that it was a very peculiar point. He wrote to the defendant, and since that date the mark used by him had been somewhat changed.

Mr. Grist said that it was for his learned friend to prove that the trade-mark had been infringed. There were only three words in complainant's trade-mark which appeared in defendant's mark. Those three words had been in use among tea dealers for about 100 years. The words were given by a monk, for that was his name.

His Worship—I had better remand the case sine die.

Mr. Grist—Yes, your Worship, and allow the proper people to be called.

The case was accordingly adjourned until Tuesday, 29th instant.

THE FIRE BRIGADE.

REPORT FOR 1905.

Mr. F. J. Baddeley, the superintendent of the Fire Brigade, has issued the annual report for his department for 1905. We gather therefrom that there were 32 fires and 77 incipient fires during last year, as against 57 and 64 in 1904. The estimated damage caused by fires was \$37,425.00 and by incipient fires \$1,708.00. The brigade turned out 48 times during the year. There was an intermittent supply of water in the mains from 27th February to 28th March, during which period sea water was used as much possible in order to save the fresh water. Three fires occurred in the harbour during the year.

ARSON.

There were two prosecutions for arson. The first was in connection with the fire at No. 168, Hollywood Road, at the Police Court, this morning, to prosecute her husband—a watchman, on board a Canton steamer—for desertion and neglecting to support her.

His Worship—Cannot this matter be settled out of Court?

Complainant—No.

His Worship (to defendant)—Are you willing to take her back?—She is my wife. I want her back. Whenever I came ashore, she is never in the house, in fact, I was told that she made it a point to hide in other people's houses when I am ashore.

His Worship (to complainant)—Are you willing to go back?—No, I'm not. I want to be put in the Convent.

His Worship—No, no, no. You must go back—If he is willing to turn over a new leaf, bring home his wages at the end of the month, and behave like a man should do, I will return.

Are you a Roman Catholic?—Yes.

Who is your priest?—I go to the cathedral and have no particular father—either Padre Spada or Padre Marie.

I had better remand the case to allow the priest to see the parties.

Inspector Hanson was called to accompany the parties to the Cathedral to see their priest; and to try to bring matters to some settlement.

AFRAY IN HONGKONG.

GERMAN SAILORS IN TROUBLE.

Carl Bruckner, engineer of the German steamer *Lyéuron*, and Herman Gotsche, second officer of the same ship, were charged before Mr. F. A. Hazeland, at the Police Court this morning, with behaving in a riotous and disorderly manner in Ship Street, on Sunday night. The second defendant was further charged with assaulting a constable.

They pleaded not guilty.

The constable said that he was on duty in Ship Street at 10.30 p.m., on Sunday, when he was called by one of the inmates of a house to eject two men who were creating a disturbance. On going to the house he met the defendants coming down the staircase. A woman followed the defendants and accused them of assaulting her. When questioned defendants said they were not disorderly. The second defendant held a bamboo stick, about 5 ft. long. After a few words had passed, the second defendant said to the policeman: "Get out, you English,—, or I will knock your head off!" At this stage, witness snatched the bamboo stick from the second defendant, while the first challenged him to fight.

The second defendant drew a pocket-knife, remarking, "I will cut your throat," enforcing his words by slashing at the policeman's face with the knife. Witness put up his left hand to ward off the blow, and the knife caught him on the back of the hand, between the knuckles of the third and fourth fingers. The defendants then ran away. The military police were called to assist, and witness caught the second defendant in Queen's Road; after a fierce struggle to escape, he was arrested, the first defendant following to the Station.

On arrival there, he also was placed under arrest and charged. The bruise on the second defendant's face was caused by his falling on the ground.

A soldier, who was on duty in Ship Street, appeared in Court, with his uniform besmeared with blood, and gave corroborative evidence. In reply to a question from the first defendant, witness said he did not see the constable strike defendant on the mouth, or knock out a couple of his teeth.

A man named Lohendorff, a guest at the Western Hotel, was called. He said that he saw the policeman strike the first defendant once, and then he departed.

After medical evidence his Worship sentenced the first defendant to pay a fine of \$10. The second man was fined \$5 on the first charge, one month's hard labour, without the option of a fine, on the second charge, and to pay the constable \$6 for damage done to his uniform.

LEAVE of absence to the neighbouring countries on private affairs has been granted, to Major H. de T. Phillips, H.K.S.B., R.G.A., from 3rd May to 3rd October.

CANTON-HANKOW RAILWAY.

THE SITUATION AT CANTON.

19th inst.

According to a Chinese gentleman resident in Hongkong, considerable excitement prevails in native commercial circles at Canton, and even in Hongkong at the present time regarding the attitude alleged to be taken up by the Canton Government, in reference to the railway scheme. According to our informant, the Canton Government is secretly plotting to get the Government, and it is feared that, should this become *fait accompli*, there will be trouble at Canton. Our informant further says that some time ago an advertisement appeared in the native newspaper at Canton calling the shareholders in the Canton-Hankow Railway to meet at the Yuk Sin Tong on the 10th day of the 4th moon, in order that the chief manager and directors might be elected. Without any notification to the contrary, it is said, the meeting was held on the 1st day of the 4th moon, and ninety shareholders alone knew of the alteration in the date of the meeting and attended. However that may be, the meeting was called and an ex-comrade of Hongkong, who is also alleged to be a bankrupt, was elected by 150 votes—there were only 90 persons present—to be chief manager. This man is stated to be unpopular among the merchants in China, and his appointment to that influential position on the railway is alleged to have been through the influence of Viceroy Shum. This action is opposed by nearly every one interested in the construction of the line, and it is also against the Chinese Commercial Ordinance. No directors have yet been elected, although it is rumoured that the Viceroy has nominated eight men for the post. This interference of the Viceroy in the matter has caused great indignation among the Canton merchants and the outcome of the business is anxiously awaited.

In confirmation of the above, the following telegram was received in Hongkong to-day:

Peking, May 18.—Cantonese officials Peking strongly oppose railway organisation under protection of Viceroy Shum."

In consequence of the alleged high-handed methods of the Canton Viceroy, the vernacular papers at that port opened an attack on the authorities, with the result, it is said, that three journals have been suppressed, and the editors of others severely reprimanded. Some time last week, a new journal, calling itself the *Yuet Tung Sun Po* (*Kwangtung News*) was sprung upon the public, but it is said that it has not "caught on." This newspaper, rumour says, is being run by the Cantonese authorities and the attitude it has taken up against certain persons interested in the welfare of the railway is very hostile. What the Canton people are going to do is not known at present, but it is certain that they will fight the matter to the bitter end in order to keep the railway under popular control.

TO TURN OVER A NEW LEAF.

THE PADRE TO ARBITRATE.

19th inst.

A Filipino woman came before Mr. F. A. Hazeland, at the Police Court, this morning, to prosecute her husband—a watchman, on board a Canton steamer—for desertion and neglecting to support her.

His Worship—Cannot this matter be settled out of Court?

Complainant—No.

His Worship (to defendant)—Are you willing to take her back?—She is my wife. I want her back. Whenever I came ashore, she is never in the house, in fact, I was told that she made it a point to hide in other people's houses when I am ashore.

His Worship (to complainant)—Are you willing to go back?—No, I'm not. I want to be put in the Convent.

His Worship—No, no, no. You must go back—If he is willing to turn over a new leaf, bring home his wages at the end of the month, and behave like a man should do, I will return.

Are you a Roman Catholic?—Yes.

Who is your priest?—I go to the cathedral and have no particular father—either Padre Spada or Padre Marie.

I had better remand the case to allow the priest to see the parties.

Inspector Hanson was called to accompany the parties to the Cathedral to see their priest; and to try to bring matters to some settlement.

BRIDGE.

A HANDBOOK FOR PLAYERS.

19th inst.

We are in receipt of a copy of the first edition of the revised laws of Bridge, published and printed at the *Times of Ceylon* Press, Colombo. This handy little volume, *Cosmopolitan Bridge*, by "Red Lancer," is well got up, well expressed and well printed, and evidently aims at being the "Cavendish" of Bridge. As the author states in his prefatorial remarks, some of the assertions he makes and the opinions he offers may not appeal to English readers and players of the game—the very fascinating game—for he writes from the standpoint of an observer and a player of the game in many countries on the continent of Europe, and his cosmopolitan experience entitles him therefore to write with the authority of one who thoroughly knows and understands his subject. He learnt the game in France, and subsequently played it with subjects of many nations, and on this account he has acquired a more cosmopolitan and less insular system of play, for he claims that the finest card-player the world has ever seen was the great French master of the game, Deschappelles. When Bridge first became popular in England it was played on the same lines as whist, but now the laws have changed and this is the *ration de faire* of this little volume. Clearly "Red Lancer" is an authority on this game, and recognises that its great charm is its infinite variety; a variety, however, which renders it more difficult to write about and describe. But he overcomes this difficulty and even adds to this variety, for after rehearsing and criticizing the ruling laws and regulations, he gives a number of illustrated hands, and then proceeds to explain the meaning of the technical terms which slip so glibly from the lips of every Bridge-player. A novel feature of this edition is the "Etiquette of Bridge," in which is laid down what a player may and may not do, a chapter which should be read, marked, learned and inwardly digested by every intending player before he or she attempts to take a place at the Bridge-table. The work is well arranged as a book of reference, and as no Bridge-player should be without it, it should command a ready sale. It is to be had of Messrs. Kelly and Walsh, Ltd., in Hongkong, and their branches in other ports.

LEAVE of absence to the neighbouring countries on private affairs has been granted, to Major H. de T. Phillips, H.K.S.B., R.G.A., from 3rd May to 3rd October.

ST. ANDREW'S CHURCH, KOWLOON.

FURNISHING FUND APPEAL.

19th inst.

The following gift, received in response to the Chaplain's recent appeal are hereby gratefully acknowledged:—

"Anonymous" \$100

J. Benzieville, Esq. 50

Mr. and Mrs. F. Clayton 50

Name not to be published 25

MURDER.

PRISONER SENTENCED TO DEATH.

22nd inst.

At the Criminal Sessions which were resumed this morning, his Honour Mr. A. G. Wise, presiding, the last case in the calendar, a charge of murder against Wong Tai was called on.

The Hon. the Attorney-General, Sir Henry Berkeley, instructed by Mr. G. E. Morrell, of Messrs. Denys and Bowley's office, Crown solicitors, appeared to prosecute on behalf of the Crown, the Hon. Dr. Ho Kai defending the prisoner.

The following jurymen were impanelled:—Messrs. Albert Edward Robinson (foreman), Thomas C. Gray, Henry Clasen, Peter Durham; Hall Grant, Frank Oswald Reynolds, William Wollerspoon, and Rudolf Loo.

The Attorney-General said, the prisoner was charged with causing the death of one Lee Sing in Victoria Gaol. The prisoner and deceased were both sentenced to long terms of imprisonment. On the 1st May, the deceased and prisoner were sitting on a bench in the shoemaker's shop, and suddenly, without any apparent provocation, the prisoner picked up a shoemaker's knife and stabbed deceased in the side. Deceased got up and ran towards the warden, and then fell down and subsequently expired as a result of the prisoner's act.

Medical evidence would show that the death was the result of the stabbing with the knife produced. He understood that the defence would probably be that the prisoner was insane, but the proof of insanity, the jury must remember, was in a person's knowledge of whether his act was right or wrong, at the time he committed such acts. Evidence would show that the man was in his sane sense, and it would be for them to weigh the evidence and give their verdict accordingly.

Mr. E. Pierpoint, chief warden of Victoria Gaol, said that the prisoner was admitted to gaol on the 18th July, 1901, for a term of seven years. His character was indifferent; and he had been repeatedly reported for breach of the prison regulations, such as refusing to obey orders, using bad language, fighting, neglecting his work. He had always appeared to be on good terms with the deceased. On the 1st May witness heard a noise in the shoe-maker's shop, and he immediately went there to see what the trouble was about, and found Warder Driscoll standing over the prisoner, who held in his hands the two knives produced.

He asked Driscoll what was the matter, and Driscoll told him prisoner had stabbed deceased.

Cross-examined by Dr. Ho Kai, witness said that there had been no quarrel that he knew of between the prisoner and deceased. The prisoner had been reported for fighting twice, but not with deceased.

Warder Driscoll said he was an eye-witness of the occurrence, and described how the stabbing was done. The only reason he could think of for the prisoner's act was that he was jealous of the deceased because the latter did better work.

The Attorney-General: Does a better workman get any advantage for being so?

Witness: None whatever.

The Attorney-General: Then why should I be jealous?

Witness: I know of no reason.

The Attorney-General: But he was jealous as a matter of fact?

Witness: Yes.

Cross-examined by Dr. Ho Kai, witness said deceased was a very silly prisoner.

Witness had never seen the prisoner and deceased have any quarrel. On the morning in question they did not speak one word to each other. The prisoners are not allowed to speak to each other, and it is witness' business to see that they do not do so.

Several of the fellow-prisoners of the deceased and the prisoner gave testimony in corroboration of the previous evidence, which was not shaken in cross-examination.

The Medical Officer of the Victoria Gaol said that he held a post-mortem examination on the body of the deceased, and found three distinct cuts on the right side of the neck, any one of which would have been sufficient to cause death. He had found prisoner under his observation since the date of the stabbing, and had had two conversations with him on the subject of the death of Lee Sing, but he could not discover the slightest sign of insanity.

To Dr. Ho Kai, witness said prisoner said that deceased said to him the best knife was his, and that prisoner could not kill him (deceased) with it and so he did it, to show he could. Prisoner had seemed quite cool since the occurrence, and spoke of it with indifference.

Dr. Koch gave similar testimony, and said the man seemed to be of a low type of mental organization; and he did not appear to appreciate the gravity of the offence, though he knew the penalty attached to it; he was quite callous. Under existing law witness would not sign a certificate for the admission of the prisoner into a lunatic asylum.

To Dr. Ho Kai, witness said he was of opinion that the crime was committed under an impulse of homicidal insanity, and he did not act from any premeditated intention or malice aforethought.

The Attorney General: Then you would say, Dr. Koch, that the man was acting under an irresistible impulse to kill?

Dr. Koch: Yes, in the absence of any apparent motive I should say that it was an irresistible impulse to kill somebody.

That closed the case for the Crown.

Dr. Ho Kai then announced that there were no witnesses for the defence, and addressing the jury said that the prisoner stood before them charged with the crime of murder, but he might be guilty of homicide—culpable homicide. The theory of jealousy could not hold good, as there was no reward for good work, nor punishment for poor work, so there was no reason for jealousy. Prisoner knew he was going to be discharged, within two months and to say a man would commit such a crime when on the point of being discharged, after serving a long sentence of imprisonment, was altogether absurd. All the evidence, especially that of Dr. Koch, a medical man of standing in the Colony, pointed to temporary insanity. His Lordship would point out the law to them as to the difference between actual and temporary insanity. There was an entire absence of motive, there was no malice, no premeditation, no hatred, no envy, and he would ask the jury to find their verdict accordingly.

His Honour then reviewed the evidence bringing out the salient points, and said motive had very little to do with the matter. As regards the evidence of insanity, it was of the flimsiest description; the man knew what he was doing, for he repeated the blow three distinct times. They had the evidence of two doctors; one finds no sign of insanity about the prisoner, the other finds him of a low type of mental organization, of a type in which insanity germinates much more slowly than in one of a higher type, and it might, with a man of the prisoner's type, take years to develop. But because a man might develop insanity five years hence, is no reason why he should be let off now—if that were so everybody should be let off. After a few further remarks his Honour asked the jury to consider their verdict, and they accordingly retired for the purpose.

After an absence of ten minutes the jury returned into Court, and the Foreman announced that they found the prisoner guilty unanimously. His Honour said he thoroughly agreed with the verdict. The only defence that could have been set up on his behalf had been set up by his counsel, but the jury did not accept the theory of insanity, and he thought they were right.

His Honour: Before I pass sentence on the prisoner has he anything further to say?

Prisoner: I have nothing to say; I leave it in your Lordship's hands.

His Honour then, assuming the black cap, passed upon the prisoner the sentence of death. The prisoner meanwhile stood evincing the most total indifference.

This closed the May Criminal Sessions, and the Court adjourned sine die.

THE CITY HALL TRAGEDY.

INQUEST AT THE MAGISTRACY.

22nd inst.

This afternoon, at the Magistracy, Mr. F. A. Hazelton, presiding as Coroner, an inquest was held into the circumstances surrounding the death of the late P.C. 46 Williams, who was killed on the night of the 12th instant, at the result of a fall from a window of the theatre into Wardley Street.

The following was the jury empanelled:—Messrs. A. F. de Xavier, John Wilkie, and F. C. Zehrmann.

The first witness called was Dr. J. Hell, of the Government Civil Hospital. He said that on May 13th, a.m., he was called to see P.C. Williams, who had died before witness arrived. He examined the body and found on the right side of the head a scalp wound, and underneath the skin an extensive fracture of the skull. The cause of death was due to fracture of the skull. A fall backwards of 12 ft. into Wardley Street, would have caused the fracture.

Lance-sergeant F. L. Clyde, sworn, said that on the evening of the 12th inst., at about 11.15 o'clock, while on patrol, witness entered the City Hall, while the performance was on, and turning to the left, on the way to the lavatory, he noticed some loose boards lying in the alleyway. After witness had been round the place, he saw the deceased standing near one of the pillars, which supports the dress circle. As soon as the performance had come to a finish deceased went below. Witness followed and went outside the City Hall watching the people leaving, just as the last few persons were leaving the theatre, witness's attention was drawn to Wardley Street. On arriving there, witness heard a sick-birth steward from H.M.S. *Diadem* say: "He is dead now." Witness pushed his way through the crowd and found the person referred to by the sick-birth steward was P.C. 46 Williams. Deceased was lying at an angle in the water-channel. The body was about 3 ft. from the wall, under the second window. A sergeant, who was on duty, despatched witness for an ambulance, which took about thirty-five minutes in arriving. His body was then removed to the Morgue.

As a counter-claim defendants asked judgment for the damage occasioned to the defendants' steamer, by the collision, with costs; to have an account of said damage taken with the assistance of merchants, and such other relief as the Court should allow.

Mr. Willoughby, called by Mr. Sharp, said he was second officer of the s.s. *Hankow*, and on the night in question was on watch. It was a cloudy night, and the moon had not risen above the hills. He suddenly saw a dark mass about a mile away on the starboard bow, and with the aid of his glasses he found it was a junk, sailing, but without any lights. No mats whatever were observed burning on the junk. There were some other junks about, but they were in land from the *Hankow*, and that vessel had not had to alter her course on account of them. Witness kept his glass on the junk practically all the time, as he could not see her very distinctly as the land was behind her, and he could not see her as distinctly as if she had had sky behind her. The first time he saw the light on the stern was when she hauled up alongside; it was hidden before the sail. Witness then gave evidence corroborative of the opening statement of Mr. Sharp, and the case proceeded to a further adjournment.

By a jurymen.—Deceased was in uniform, and was in good health.

The jury: Is there any evidence to show how deceased fell?

The Coroner: No. It is, however, surmised that deceased was killed after his work. He must have been smoking at the time when he fell backwards into the street below. I understand the police have made inquiries, but are unable to produce anyone who saw the occurrence.

Inspector Warnock was of opinion that as deceased was on his feet for practically the whole day he felt tired and got on the window sill to smoke. He must have fallen asleep in that position; must have been startled, overbalanced, and fell below. There was no suggestion whatever of foul play.

The jury brought in a verdict of death by misadventure.

THE OVERDUE GERMAN MAIL.

22nd inst.

The Imperial German mail steamer *Prince Heinrich*, which left Shanghai on the afternoon of the 16th instant, and was expected here at daylight to-day, had not arrived in port as we went to press. A visit to the office of the agents, Messrs. Melchers & Co., to-day elicited the information that no news had been received at their office concerning the overdue mail.

In explanation of the late arrival of the *Prince Heinrich* our representative was informed that, in all probability, the typhoon that was hovering about the coast had in some measure caused the delay of the vessel. Messrs. Melchers & Co., to-day elicited the information that no news had been received at their office concerning the overdue mail.

Counsel having addressed the Court on behalf of both sides, judgment was reserved, and the Court adjourned.

22nd inst.

At about four o'clock yesterday afternoon, a youth named Cheong E Tong, a scholar, residing at A. Tan's, contractor to the War Department, lost his life near the Commissariat pier, by drowning. The deceased, who is known as a good swimmer, went to the wharf yesterday afternoon, with a friend, to give their dogs a swim. On arrival at the pier the other boy went down to the wharf with the dogs, while deceased prepared himself for a swim. When this was accomplished he walked to the side of the pier and plunged into the sea, head first. He rose a few yards off the wharf, struggling violently, and on regaining his breath called out, "Save life." A few soldiers who were on the pier at the time, seeing the agony the lad was in, plunged into the water and swam to the rescue of the unfortunate lad; but it was too late, for the lad sank before they were many yards off. His body has not yet been recovered.

DROWNING FATALITY IN THE HARBOUR.

SCHOOLBOY DROWNED.

22nd inst.

His Honour then reviewed the evidence bringing out the salient points, and said motive had very little to do with the matter. As regards the evidence of insanity, it was of the flimsiest description; the man knew what he was doing, for he repeated the blow three distinct times. They had the evidence of two doctors; one finds no sign of insanity about the prisoner, the other finds him of a low type of mental organization, of a type in which insanity germinates much more slowly than in one of a higher type, and it might, with a man of the prisoner's type, take years to develop. But because a man might develop insanity five years hence, is no reason why he should be let off now—if that were so everybody should be let off. After a few further remarks his Honour asked the jury to consider their verdict, and they accordingly retired for the purpose.

THE COLLISION CASE.

ACTION IN COURT.

19th inst.

In Admiralty Jurisdiction this morning His Honour the Chief Justice, Sir Francis Pigott, presiding, the case of Chan Pak Tai, owner of the junk *Lin Shing Lee*, and the owners of his cargo, versus the steamship *Hankow* was

whats about 400 yards away. The second officer said he had heard shouting, but His Honour believed this to be doubtful, in the condition of the wind then prevailing. The engineer had said the engines were reversed at 9.19 p.m. and were stopped at the time of the collision. His Honour went into the evidence further, and then said the conclusions he arrived at were (1) the junk did not carry any regulation lights, and (2) the evidence of the second mate was too fine on some points for acceptance. He could not accept the theory that the junk turned into the *Hankow* at an angle of six or eight degrees. If the junk had been carrying lights they must have been seen on board the *Hankow*. The Assessor was agreed that the *Hankow* contributed to the accident by altering her course when she did, and that the *Hankow* ought to have kept out of the junk's way. Neither vessels took sufficient precautions to avoid a collision, and therefore both vessels were to blame. There was one point in the Captain's evidence to be considered. When the report had been made to him regarding the sighting of the junk, he had just gone into his cabin, and he did not hear the report, he only heard the telegraph ring to stop the engines, and then he went on deck. We consider both vessels equally to blame, and there must be judgment accordingly.

THE P. & O. CO.

IMPROVED PASSENGER SERVICE.

22nd inst.

For the convenience of the travelling public the Peninsular and Oriental Steam Navigation Company is sending two steamers direct to Marseilles and London during June, the s.s. *Dongola* leaving with the mails on the 16th June, proceeds through without transhipment and the *Arcadia* leaving a fortnight later also proceeds through.

The s.s. *Moldavia*, 9,500 tons, one of the largest vessels of this fine fleet, is, we learn, coming out to these waters in July returning to Bombay early in August. This will give the travelling public an opportunity of inspecting one of the finest specimens of marine architecture to be seen East of Suez.

The P. & O. Co. are now advertising their intermediate departures from London during the Autumn, which includes two new vessels the *Nile* and *Namur*.

Nile....., 7,000 tons leaves London 18th Aug. *Paknam*....., 5,000 " 1st Sept. *Saturnus*....., 5,000 " 1st Sept. *Saturnus*....., 7,000 " 13th Oct. *Namur*....., 7,000 " 27th Oct. *Borneo*....., 5,000 " 10th Nov.

These steamers will convey both first and second class passengers.

GREEN ISLAND CEMENT.

SUCCESSFUL BID.

Bids were opened yesterday morning, says the *Standard*'s *Times* of 16th inst., at the Bureau of Supply for the furnishing of 20,000 barrels of cement. Only three bids were received and the well-known Green Island brand of cement was tendered by its local agents, Messrs. Wm. H. Anderson and Company, at a figure considerably lower than either of the other two bidders.

The bids opened were from Messrs. Peabody and Company who offered the *Atlas* brand at \$5.61 per barrel; Messrs. Findlay and Company offered the *Aisen* brand at \$4.78 per barrel, and Messrs. W. H. Anderson and Company the *Green Island* brand at \$4.29.

The contract for furnishing the supply will probably be awarded to Messrs. Anderson and Company.

INTERNATIONAL BANKING CORPORATION.

TROUBLE ON S. S. "TWICKENHAM."

ENGINEER BOUND OVER.

22nd inst.

The master of the steamer *Twickenham* charged B. Williams, fourth engineer of the ship, for using abusive language towards the captain on Feb. 28th last, at Vladivostok.

Defendant pleaded guilty, but said it was under great provocation.

Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, who appeared for the prosecution, said that soon after the *Twickenham* had reached London, where defendant joined the vessel on June 1st, 1905, for three years, he became a general nuisance on board the ship throughout the journey to the East. On arrival at Vladivostok, the defendant, who was intoxicated, walked into the captain's cabin, and after using insulting and abusive language, took off his coat and challenged complainant to fight. The chief officer intervened and averted the fight.

Capt. Parker, master of the *Twickenham*, said that defendant used insulting language towards him on the journey to Vladivostok. He was duly logged. On April 28th, when the vessel was discharging a cargo of coal at Vladivostok, defendant got insulting and complaining language.

Defendant: Why was I logged on the first occasion?

Witness: Because you were insulting and using abusive language.

Defendant: Didn't we have some disagreement at Yokosuka?

Witness: No.

Defendant: Yes, we did. You ran your ship ashore with the engines going full speed, and I told you so, and I say it now to the Court. He is not a fit man to take charge of a ship.

Witness: That has nothing to do with the case.

The Chief Officer of the vessel said that on the day in question he saw defendant in the captain's cabin. Suddenly he saw defendant take off his coat remarking, "What's the good of talking to that?" He charged the captain with being incompetent.

Defendant admitted that he was intoxicated on the Feb. 28th last, and he informed the captain that he could not take charge of a mad bulk. Some time later the vessel was put ashore and the engines were running "full speed ahead" and "full speed astern" for over 45 minutes, and he did not know that his ship was ashore until told by defendant. At Tacoma, the captain said he detained the ship for one hour, and he replied that he was sorry. They had words and he taxed the captain for delaying the

A STOWAWAY FROM MANILA.

23rd inst.
Herman Müller, fireman, was charged at the Magistrate this morning, before Mr. F. A. Eland, at the instance of the chief officer of the "Ruby" with arriving in the Colony from Manila on the 2nd instant, without permission from the agent, or master of the ship. The defendant pleaded guilty. Inspector Langley said that defendant went to Manila on a German ship, deserted the vessel at that port, and stowed away on board the "Ruby" with the intention of getting to this Colony.

His Worship—Is there any chance of him getting a ship?

Inspector Langley—I don't think so, your Worship. He has no money, and will not be received in the Home.

His Worship—Twenty-five dollars, or six weeks' hard labour.

A PROMISSORY NOTE CLAIM.

A SIMPLE LENDER.

23rd inst.
In Original Jurisdiction this morning, before his Honour Sir Francis Pigott, Chief Justice, the Lai-Tau Bank, of No. 145 Queen's Road Central, sued Li Ki Tong, of No. 7 Kennedy Road, gentleman, and Li Ki Tong, of No. 2 Pan Kwan Lane, gentleman, for the recovery of the sum of £15,334.64, due by defendants to the plaintiff Bank on seven promissory notes, and interest.

Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for the plaintiff, and Hon. Mr. E. Pollack, K.C., and Hon. Dr. Ho Kai, instructed by Mr. G. H. Hall, Attorney, of Messrs. Bruton and Hett, appeared for the first defendant, judgment having already been given against the second defendant.

Mr. Slade said that the plaintiffs in this action were bankers, carrying on business at No. 145 Queen's Road, Central. The defendant, Li Wah Tong, is a gentleman residing at No. 7 Kennedy Road, and the defendant Li Ki Tong is the first defendant's brother, and is a gentleman residing at No. 2 Pan Kwan Lane. On the 28th December, 1903, the plaintiffs lent to the defendant £5,000 at interest to be paid at the rate of \$1.10 per cent. per Chinese month, the principal sum to be paid on demand at any time after the expiration of four months from the date of the promissory note, and they received from the defendants 3 joint promissory notes, for £2,000, £3,000, and £1,000 respectively; dated 28th December, 1903. Up to date of trial, the interest accrued due amounted to £1,261.33. On the 30th July plaintiffs lent the defendants a further sum of £4,000, at the same rate of interest as in the above case, the principal to be repaid in one month from date of two promissory notes given jointly by defendants, for £2,000 and £2,000 respectively. The interest accrued due thereon to date of trial amounted to £689.31. On the 15th August, 1904, plaintiffs lent the defendants another sum of £4,000, on the same terms as the above, and received two joint promissory notes from the defendants for £2,000 and £2,000 respectively, payable on demand. Interest had accrued on those notes to date of trial to the amount of £64.40. In the alternative the plaintiffs claim that they lent the sums mentioned to Li Ki Tong, and Li Wah Tong stood as security for the due performance by the said Li Ki Tong of the terms of the said loans. On the 10th May, 1905, Li Ki Tong paid £22 to plaintiffs as interest on the first loan. The plaintiffs have made repeated demands upon the defendant, since then for repayment of the said loans, and the interest due thereon, but have not received payment thereof, or any part thereof, or save and except the sum of £220 mentioned above. They therefore prayed for judgment for £15,334.64 with interest thereon, and the costs of this action.

The plaintiff was called and gave evidence as above.

The case is proceeding.

THE N.D.L. "ROON".

DETAILS OF THE STRANDING.

The correspondent of the N. C. Daily News writing on the subject of the stranding of the "Roan" telegraphed on the 18th inst.—Details of the mishap to the "Roan" are that at 11 p.m. on Wednesday in a dense fog the vessel struck forward. Orders were at once given to reverse engines and go astern, but were unsuccessful. There were 102 passengers, who panic-stricken, rushed on deck. Heavy seas and rains added to the confusion and difficulties as there were no means of calling assistance.

The ex-Russian str. "Roma" passed on Thursday at 4 p.m. and made two attempts to help the steamer off, but in vain.

The passengers were brought on to Moji lightly dressed. They included the British Major Royle and his wife. No lives were lost except that of one seaman who was killed in assisting to launch a boat. No property has been lost, the passengers' luggage being removed to the salve vessel.

The damage is not likely to be serious and the chances of refloating the vessel are hopeful.

A SINGAPORE SCANDAL.

INDENT TREATMENT OF CHINESE COOLIES.

If what we hear is correct, says the Straits Echo, and we have no reason to doubt the authenticity of our information, there is considerable room for improvement in the method adopted by the Singapore Medical Department of examining third class passengers arriving from China. We are told that the passengers are paraded on the deck of the steamer and made to march round before the medical officer in a state of absolute nudity, in full view of the crew, the other passengers and anybody else who happens to be present. Indeed, we have been shown a snapshot of one of these inspections and, as the camera cannot lie, we think that this may be looked upon as reliable evidence. The photograph shows the coolies being paraded on the open deck of the vessel by the side of one of the winches, each man stripped stark naked, and holding his bundle of clothes above his head while the doctor inspected him. Needless to say, the picture was neither a decent nor a sanitary one. The Chinese of Singapore have communicated with the Chinese community of Penang on the subject and we understand that the Hon. Tan Juk Kim is approaching His Excellency the Governor on the same matter. Surely some little decency could be observed in these inspections. Why not have the coolies marched through the ship's alleyway, with the inspecting medical officer stationed, say, opposite the cooling port, where would be plenty of light and the indecency of parading naked men on the open deck would be avoided? We believe that a system of inspection somewhat similar to that suggested above is practised in Penang and, as we have had no complaints on the matter, we think that there can be no doubt that the Chinese do not raise objections to the medical inspection when carried out with due regard for both decency and propriety. We trust that we shall soon be able to announce that the Singapore medical authorities have remedied the matter, and that the Singapore Quarantine Station is as free from complaint in this form as is that of Penang.

FROM THE SEA'S MAW.

SALVAGE STEAMER FOR HONGKONG.

Under the above heading the *Singapore Free Press* of the 10th inst. writes—

Up to last evening there might have been seen, lying in the Roads, a grey coated vessel of some 340 tons burthen, presenting even to the inexperienced eye, some peculiar features. Her bow is high, and from the bridge, placed well forward, right to stern was a dead level, save for the awning and a couple of moveable ventilating cowls.

The *Protector* of Copenhagen belongs to the Em. Z. Zwicker Co. and is a salvage steamer. Her roomy funnel is only one evidence of great engine power and capacity for work.

From the cruel hungry sea, Good Lord deliver us! The Danish salvage company which owns her is no new one. Their ships are stationed wherever in the world there are wrecks—and the chance of saving them. Captain Silfberg, of the Danish Navy, who is in command of her, has seen salvage service on the west coast of Denmark, that hungry rocky shore, round the coast of Spain, and for three years in the Mediterranean. He was at work on H. M. S. *Assistance* of Tetuan; he salved the steamer *Koldinghus*; and he has generally alert air of the man who must, by his skill and the appliance to hand, accomplish the impossible.

As to as appliances, there is no lack of them on the "Deliverer" as she might be termed. Her horse power is 1,200, her engines triple-expansion, and her build is substantial, a need be for a vessel with a 25-ton derrick forward and runs astern with a lifting power of 150 tons. She steams comfortably 13 knots, and is equipped with everything needed to stand by week at a wreck in the roughest weather for a week at a time. Coming across the Bay of Biscay on her maiden trip, the seaworthiness of the vessel was severely tested.

A strong tow and a long tow is her chief capability. The towing hook—a massive piece of forged ringed round the mast and amply stayed—is nearly amidships. This means that when in action all the after part of the ship has to be cleared, awnings down, ventilators unshipped, bon davit housed in board, engine room lights and companion way fended, so that the towing bawser can swing round a full half circle, and the de-clip or wreck towed from dead abeam on the port or on the starboard. The steel hawser is 6 inches, and the 48 fathoms of this enormously strong tow are allowed so as to be ready available. The alleysways run clear through the ship from aft to the massive winches forward, so that the vessel can heave out her cables forward, lay in the hawsers astern, and at the same time go full speed ahead with the engines. The wide sweep of the tow, it is particularly useful for wrecks on a sandy beach, the propellers clearing away the sand, with a swing on the ship, and the hawsers being gradually shortened.

In the matter of pumps the *Protector* is little short of marvellous. She has an 18-inch centrifugal stationary pump with two batteries of twelve-six-inch suction pipes. In her hold she carries three 12-in. portable pumps, and two eight-inch, with portable boilers to put on the wreck. The pumping power reaches the enormous aggregate of 6,500 tons per hour of the expensive suction hose—rubber with flexible copper-coating—there is an ample supply.

For diving purposes there is a compressed air engine of three diver capacity, with dresses, lines, &c., complete. Another compressed air engine puts into the hands of the diver either a lock drill, or one capable of drilling a one-inch plate in a phenomenally short time. One dynamo provides electricity for search-lights, &c., another runs the ship's ordinary service. A motor boat is also among the equipment of the vessel. On the whole it is difficult to conceive of a more completely equipped ship, meant for work, although the comfort of the officers and crew is not overlooked. Probably £10,000 does not more than cover her cost.

The *Protector* left for Hongkong last night. She will be stationed there, awaiting the chance of a salvage job. She is entirely independent, and only waits for a wreck to show her capabilities—and earn for her owners a magnificent return for their enterprise, for if salvage jobs are difficult and hazardous, they must be made proportionately remunerative.

GOOD JUNK FOR FRIGHT.

A DRAUGHT OF GOLD AND SILVER WATER.

There is an old saw to the effect that marvels will never cease. If it were not that people in the East became hardened and inured to weirdness, they might find themselves in a mist of marvels. But even the miraculous become commonplace in China and what would send a little Englander into an asylum is passed by almost unheeded by the exile. An instance of what faith can do, however, came to the knowledge of the police authorities the other day, quite in a round-about fashion. A Chinese child, living in a tenement house, had been playing on the landing of the top storey of the house. Somehow the youngster lost his balance and fell headlong down the stairs. Everybody knows that the staircase of a Chinese tenement is built after the plan of a Jacob's ladder; it is practically perpendicular, so that even a body starts on a he-difit tip it is a moral certainty that the excursion will only terminate at the bottom. The child followed the laws of nature and was brought up with a jerk on the sidewalk, having performed a switchback railway act, to the accompaniment of wild shouts. When picked up, the child was half crazy with the shock, but no bones were broken, and indeed there was not much the matter with the young Celestial beyond a few bruises, a skinned ankle and a feeling of soreness all over. But the fright it had received sent it into a paroxysm of terror. Now a real fright is as bad as a tap on the head from a life-preserver. The mother of the child happened to be what is known in the West as a bit of a quack—the had an extensive and peculiar experience of native medical remedies. The only thing to cure fright, according to her lexicon, is water in which silver and gold have been mixed. It sounds like alchemy, but it is good joss. She borrowed a gold ear-ring and procured a piece of unalloyed silver; these articles were placed in a pailful of water which was brought to boiling point. Then the water was drained off, and the child recovered from its fright immediately. It sat up and crowded with delight. It clammed for more of the "mixture." It was as happy as a sand boy. Now the question is—What cured the child of its fright? Did the cure cure the fright, or the fright driven the cure into a cure? Of course, the Chinese have many extraordinary remedies; the experience of some thousands of years should make quackery a respectable profession, but surely this was an original draught. And yet there are many educated Chinese who will say that they are not astonished the child was cured—it got good joss.

TAO-TAI Wen, one of the most influential mandarins at Canton, arrived in the Colony on the 15th inst., and left again for Canton on Friday,

SERIOUS ASSAULT AT YAUMATI.

22nd inst.
Inspector Macdonald, of Yaumati Police Station, charged Leung Kwa, a cook, on board the steam launch *Kwonglung*, on remand, before Mr. C. A. D. Melbourne at the Police Court to-day, with maliciously wounding a fireman on board the launch in Yaumati Bay, on the 8th inst.

It will be remembered that there had been some altercation between the cook and the fireman, and the former, who was chopping meat at the time, swung his chopper round and caught the fireman under the chin, causing a nasty wound.

The fireman, who was able to leave the hospital to-day, said the cause of the row was over some water. There was a washstand on the launch, and not knowing who filled the basin, he went and washed his face. Defendant said he put the water there for his own use. They had words and he was stabbed by the defendant.

The defendant pleaded guilty to the charge. His Worship, in sentencing defendant to fifteen days' hard labour said he took into consideration the length of time defendant was kept in gaol, pending the discharge from hospital of the fireman.

SAMPLING SAMPLES.

LIKED GOOD WINE.

23rd inst.
A serious collision occurred in the harbour at half-past ten o'clock last night between Dock No. 7 and a sampan, No. 3877, as a result of which an occupant of the sampan, a woman, lost her life.

At the present moment the particulars in connection with the collision are vague, but we are given to understand that at the time mentioned the sampan, with two women on board, as the crew, was returning to the shore after conveying a passenger on board the French steamer *Hud*. The crew of the sampan, which consisted of only two women, were rowing hard, and were off the Kowloon Docks, when suddenly, as it is alleged, they were struck amidships, and the sampan capsized, throwing both women into the then fairly rough sea. One of the females was rescued, but the other sank immediately, and as yet, we are informed by the police, the body has not been recovered. The rescued woman was taken on board the launch, and on arrival at Hung Hom, the matter was reported at the Police Station. The sampan was, of course, smashed. We understand that an inquiry will be held into the circumstances of the accident at an early date.

A.N.W. PHILIPPINE STAMPS.

EXQUISITELY BEAUTIFUL SET.

Beginning on the first of April the big presses in the Bureau of Engraving and Printing in Washington, D. C., kept warm running off what will be a novelty for the Filipinos in a short while. The cable message from Manila saying "go ahead" was received; the designs for the new Philippines issue of postage stamps were formally approved by the authorities of the Philippines Government, and stamps to the number of 21 millions will soon be in Manila and for sale at all the post offices.

The emission of the word postage was the occasion of no end of troublesome conferences, cables, and correspondence, and was finally referred to Manila after Commissioner Forster's visit to Washington. Of course the officials here in Manila waived the demand for the inclusion of the word "postage" on the new stamps or the like, as the word "postage" was not in the original designs. An order was issued by the police to add the word "postage" would have meant making a new sketch, new dies and new plates and occasioned a further delay of at least six months. The Manila authorities agree that the word "postage" be on the design but were not disposed to incur the additional cost and delay in having new stamps and plates made.

As was previously mentioned in these columns, through a misunderstanding of the use of the term plates and dies, the Bureau of Engraving and Printing at Washington not only made dies for the new issue but plates as well, the order having read "plates," and the engravers, in interpreting the order, went ahead and made both dies and finished plates ready to print the stamps. This unintentional error has given the islands the issue much earlier and has resulted in neither injury nor loss, as the stamps will be actually used for telegraph and postage the omission of the word postage is a mere technicality.

The new stamps are exquisitely beautiful and the colors are very fine. As a whole the series is more artistic and attractive than the current U. S. stamps. The designs from the Bureau of Engraving and Printing at Washington not only made dies for the new issue but plates as well, the order having read "plates," and the engravers, in interpreting the order, went ahead and made both dies and finished plates ready to print the stamps. This unintentional error has given the islands the issue much earlier and has resulted in neither injury nor loss, as the stamps will be actually used for telegraph and postage the omission of the word postage is a mere technicality.

The high values are exquisitely beautiful and the colors are very fine. As a whole the series is more artistic and attractive than the current U. S. stamps. The designs from the Bureau of Engraving and Printing at Washington not only made dies for the new issue but plates as well, the order having read "plates," and the engravers, in interpreting the order, went ahead and made both dies and finished plates ready to print the stamps. This unintentional error has given the islands the issue much earlier and has resulted in neither injury nor loss, as the stamps will be actually used for telegraph and postage the omission of the word postage is a mere technicality.

The stamp will be as follows: 2 centavos, green, portrait of Rizal; 4 centavos, red, portrait of McKinley; 6 centavos, violet, portrait of Magellan; 8 centavos, brown, portrait of Legazpi; 10 centavos, blue, portrait of Lawton; 12 centavos, crimson, portrait of Lincoln; 16 centavos, dark lavender, portrait of Sampson; 20 centavos, portrait of Washington; 26 centavos, black, portrait of Carriedo; 30 centavos, olive, portrait of Franklin; 1 peso, reddish brown, coat of arms; 2 pesos, black, coat of arms.

The quantities now being printed and on the way aggregate roughly 21 millions, divided about as follows:

2 centavos, 12,000,000; 4 centavos, 5,000,000; 6 centavos, 8,000,000; 8 centavos, 35,000,000; 10 centavos, 2,000,000; 12 centavos, 20,000; 16 centavos, 50,000; 20 centavos, 800,000; 26 centavos, 14,000; 30 centavos, 400,000; 1 peso, 200,000; 2 pesos, 100,000.

The special delivery stamps will be delayed until the engravers of the Bureau of Engraving and Printing can put some clothes on the messenger on the bicycle. The size will be the same as the United States special delivery and the outline design is similar. The color will be blue. The original design of this stamp was rejected on account of the seal uniform worn by the Filipinos pictured on the stamp as the embodiment of quick dispatch and swiftness in the transmission of important correspondence.

These stamps will arrive in Manila at an early date and will eventually dispossess the present United States with "Philippines" over-printed. It is a pleasure to know that the new set will be excellent works of art and be a series of which the Islands may well be proud and the permanent black mark against a professional career which has hitherto been unblemished. We are afraid that the decision will not enhance the no mean high reputation of local Marine Courts for wisdom, discretion and common sense.

THE ROYAL SANITARY INSTITUTE.

22nd inst.
On Saturday afternoon last, by kind permission of Messrs. Shewan, Turner and Co., a party of members and students of the Hongkong branch of the Royal Sanitary Institute visited the Brick, Tile and Pipe Works at Deep Water Bay, where the manufacture of these articles was explained by Mr. Mitchell, the superintendent of the works, and a very instructive and enjoyable time was spent. Hon. Mr. A. Hewitt in placed a launch at the disposal of the party.

The following members and students attended—I. Hon. Dr. Francis Clark; Lieut. J. Clark, R.E.; Messrs. H. E. Goldsmith, A. P. Raven, H. F. Haggard, W. S. Bissell, P. T. Lamble, R. W. Hemmings; A. R. Bone, T. R. Boyd, C. W. Ward, J. A. Bullin, J. Cole, A. P. Samy, A. J. Askew, W. J. Ewington, A. Simmons, C. W. Brett, R. Du-can, D. I. Holloman, F. W. Swaffield, A. Williams, C. E. Frith, G. W. Coyle, H. E. Craddock, A. Ramsey, and Alfred Carter (acting hon. secretary). Contributed.

COLLISION IN THE HARBOUR.

SAMPAN WOMAN DROWNED.

23rd inst.

A serious collision occurred in the harbour at half-past ten o'clock last night between Dock No. 7 and a sampan, No. 3877, as a result of which an occupant of the sampan, a woman, lost her life. At the present moment the particulars in connection with the collision are vague, but we are given to understand that at the time mentioned the sampan, with two women on board, as the crew, was returning to the shore after conveying a passenger on board the French steamer *Hud*. The crew of the sampan, which consisted of only two women, were rowing hard, and were off the Kowloon Docks, when suddenly, as it is alleged, they were struck amidships, and the sampan capsized, throwing both women into the then fairly rough sea. One of the females was rescued, but the other sank immediately, and as yet, we are informed by the police, the body has not been recovered. The rescued woman was taken on board the launch, and on arrival at Hung Hom, the matter was reported at the Police Station. The sampan was, of course, smashed. We understand that an inquiry will be held into the circumstances of the accident at an early date.

PIRACIHS IN HONGKONG WATERS.

QUEENSLAND TO THE EAST.

GLOWING TRADE PROSPECTS.

INTERESTING INTERVIEW.

24th inst.

In these days of keen competition in all matters pertaining to the trade of the world, and the never-ceasing search for new markets for our surplus home products, the arrival of Mr. Frederic Jones, Commissioner of Trade for Queensland who has come out personally to see for himself the prospects of finding new markets in the Far East for the excess food products of his State, is one of more than ordinary interest. Mr. Jones is a man of wide experience in all matters pertaining to Australian trade and agriculture, and for the third time has been appointed to represent Queensland in the Orient. That being so, and learning of his arrival in the Colony, a representative of the Hongkong Telegraph arranged for an interview with Mr. Jones, and it took place this morning, the conversation of the gentleman interviewed being replete with most interesting and instructive facts.

INCREASE OF EASTERN BUSINESS.

Upon the subject of trade conditions in the East, Mr. Jones said: "I have just left Manila, and am well satisfied with the trade returns for 1905 to the Philippines. Ordinary mercantile business from Australia exceeds two and a quarter million Mex., which is an increase of 25% over the returns for 1904. This amount, you must know, does not include supplies for the Army or Navy, or for the insular Governments to whom we sent 54,000 tons of coal, and fresh meat exceeding one million dollars Mex. in addition to various contracts for food-stuffs, details of which are not at present available. It is thus self-evident that, at least in this market we can beat America herself, even in flour. Our very large increase in the flour trade in the Philippines is not due to the Chinese boycott, but simply to the question of price and quality."

QUEENSLAND'S PROSPERITY.

Queensland at the present time is enjoying all the benefits and advantages of general all-round prosperity. The country never was in a better condition and thus the policy of the present Government, now in existence just three years, has been amply justified. You must remember that we have had to fight, and are fighting now, the Old Party which laid down the dictum that we had no right to even make any attempt to do more than send home our own manufactured article. Further than that, as far as Queensland was concerned, agriculture and manufactures were being continually cold-shouldered and the country laid out in a sheep-walk, with cattle runs, etc.

All that is altered now; and we are making enormous agricultural developments, with the result that the value of every acre of land in the settled districts has been doubled.

SUNSHINE FOR TONNAGE.

Queensland itself is now paying a subsidy of over a quarter of a million, Mex. per annum for the regular calling of the Orient steamers to take our butter alone to London. It is anticipated that the Commonwealth will shortly give heavy subsidies for cheap freights, and I am naturally anxious that the Orient shipping shall receive its proportionate share.

POPULATION.

You ask me what we are doing, or going to do about obtaining more population, whether I do not think it will be impossible to settle and develop our vast northern territory without the introduction of coolie labour, for the purpose?—Well, in the first place I cannot talk politics, but I can assure you that it is the fixed, fixed, and unalterable decision of the people, not alone of Queensland, but of Australia as a whole to continue the present policy of non-admittance of the coolie.

As to the white man not being able to work and develop the resources of the far north I am of opinion that he most certainly can. The population question is a most serious one, and our best men are taking hold of it most earnestly.

GEN. BOOTH NOT WANTED.

But if we in Queensland turn our 500,000 into 5,000,000, which I hope to see done, myself, it will not be recruited supplied by "Gen." Booth from the scum and refuse and dregs of London and other slums, but from a strong, liberal land policy, which will settle the people in groups as soon as they are brought to our shores.

TO WATCH THE NORTHERN MARKET.

It is my intention to make my headquarters in Shanghai, and work the surrounding country from there. I shall thus be able to give reliable and specific information to my Government concerning each market, with the trade conditions and facilities for commerce. Having only just arrived I cannot give you any detailed particulars concerning the actual trade with China and Japan for 1905, but when I left Australia cargo space with every company trading to the Orient had already then been taken up for the next three months to come and additional lines were being projected.

FAITH IN CHINA.

As I said before, my faith is in China, and I have told the people in Australia continually for the last four months that this market itself will absorb all our surplus food products for many years to come, if we intelligently watch our customers, and give them what they want.

COLD STORAGE.

Cold storage? Oh, yes, as regards that I would suggest that a similar company be formed here at Singapore—half the capital being subscribed locally, and the balance by those interested in the concern in Queensland. I am quite prepared to submit any such proposal, and I feel sure it would be a good paying position, in addition to its being a decided boon to the residents of the Colony.

SETTLERS IN QUEENSLAND.

As regards settlers in Queensland? Well, as a matter of fact the keen intelligent attention paid by the highly systemized Department of Agriculture, the Honourable Digby Denham is still Minister, combined with most liberal land laws is at present inducing large numbers of farmers from the Southern Australian States to settle in Queensland. This, of course, I do not want to see. It is vicious to deplete one State for the advantage of another, and take away from a sister State some of her best people.

INDUCEMENTS FOR IMMIGRANTS.

There is every inducement for the British, German and Scandinavian agricultural labourer and farmer to come to us; he is a made man in five years if he does so, and he will be a citizen of the finest and most democratic country on earth.

CHINESE IN QUEENSLAND.

In the whole of Australia in 1905 there were 30,000 Chinese, of which 8,000 were in Queensland, and I may tell you that since I have been officially connected with the East I have strenuously advocated granting the Chinese any privileges granted to any other Asiatic race.

PRIVILEGES TO CHINESE.

I am pleased to tell you that the Hon. Alfred Deakin, P.M. of the Commonwealth, has agreed to grant exemption certificates to the Chinese official, student and merchant who desires to visit Australia. I can give all particulars regarding this exemption to all inquirers interested.

has agreed to grant exemption certificates to the Chinese official, student and merchant who desires to visit Australia. I can give all particulars regarding this exemption to all inquirers interested.

NO TROUBLE WITH CHINESE.

No, we have had no trouble with Australia with the Chinese, no boycott, nor threatened retaliation, because of our exclusion laws. Once a Chinaman is in Australia and has paid his \$1,000 poll-tax, the law fully protects him, but there is little inclination, save on the part of school boys to molest him in any way—and he is a hardworking, industrious individual and undoubtedly makes money fast. He lives there exactly as he does when in his own country.

FRUITS AND WINES.

We are doing remarkably well with our consignments of fresh fruits to Manila, and it will be one of my first tasks to fix up a connection for the same with China. Our summer, as you know, is your winter, so that when we are ready to ship your market will be depleted, and should be ready to receive all we can send. We might lose a little on the first, second, and even third shipment, which, however, would be but a fraction as compared with establishing a market in a new place. We will have citrus, fruits, apples, pears and grapes, all of the best variety. Wines, however, must still be secured from the southern States.

The climate of Queensland was such that almost any fruit would grow there, but those coming under the citron class and pears appeared really to arrive at and reach the greatest perfection, while the Queensland grapes would be bad to beat, both for size and flavour. In Shanghai I was specially asked about the prospects for mango-growing, but as there appears to be plentiful supply all around this part of the East, it is, I take it, a moot point whether importing from Australia would pay.

AUSTRALIAN TONNAGE.

A line of steamers of our own, sailing around and out of Australia under the British flag, and owned by Australian shipowners, and subsidized by the Government, is within range of practical politics. It is a natural corollary of the policy of the Federal Government to own and control all methods of transport in and around the continent of Australia. The question has been brought forward more prominently recently on account of the devious devices of certain shipping combines, which have shown us that there must be a change, and that in the near future. We will never allow our merchant, his produce, and manufacturer, to be any longer at the mercy of foreign syndicates, either to wage a destructive tariff war, or to burden the people with excessive rates. As you will know, all the railroads in Australia are owned by the State Governments, and they are well and justly administered as far as possible. The application for the re-hearing was adjourned until Tuesday morning next.

visions of section 106, deliver to the appellant a certificate to that effect, and shall forward the original depositions in the case to the Registrar, or if the party or person desiring to appeal consents thereto, the Magistrate may order the case to be re-heard before him.

His Worship said that he was not aware of this section, and the question now was whether he ought to grant leave to appeal at all.

Mr. Dixon said he would turn over to section 107, and read as follows:—"If the Magistrate is of opinion that the application to state or amend a case or for leave to appeal on a question of fact is merely frivolous, but not otherwise, he may refuse to state or amend a case or to grant a certificate for leave to appeal, and shall, on the request of the party or person applying thereto, sign and deliver to him a certificate of such refusal."

"Mr. Dixon, continuing, said it would be a saving of expense and time if his Worship would grant a re-hearing of the case. He would ask his Worship to exercise his discretion in the matter, as his client at the time of his trial, had no chance to call evidence.

His Worship—Suppose I adjourn your application, would that prejudice you?

Mr. Dixon—No, your Worship. It all depends now on the doctor's evidence, whom I am going to call, to see whether the case will go on.

His Worship—Yes.

Mr. Dixon—Will you let the man out on bail, your Worship? The man was released on bail of \$1,000 and we are quite prepared to put up a substantial amount.

His Worship—I am not prepared to exercise my discretion in this matter.

Mr. Dixon—Well, then, your Worship, will you make an order that he shall be taken off bail labour?

His Worship—Yes, I will do that. Suppose I go and see the Superintendent of the Gaol in the matter?

Mr. Dixon—That will do, your Worship.

His Worship left the Court, and after an interval returned an announced that, as soon as an appeal is made, and notice to that effect is given to the prison authorities, the prisoner is taken off hard labour. In this case the prisoner will be removed from hard labour.

The application for the re-hearing was adjourned until Tuesday morning next.

ALLEGED MANSLAUGHTER:

COXSWAIN CHARGED.

25th inst.

At the Police Court this morning, before Mr. F. A. Hazelnd, Ch'n Tai, coxswain of No. 7 launch, belonging to the Hongkong and Whampoa Dock Company, was charged with the manslaughter of a sampan woman named Cheun Teng, in the harbour on the night of the 23rd instant.

Sergeant O'Sullivan, of Hunghom police station, prosecuted on behalf of the police. The defendant denied the charge. The cause of the woman's death was the result of a collision between defendant's launch and a sampan, the circumstances of which were recorded in last evening's *Telegraph*.

The case was adjourned for one week.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

VLADIVOSTOK.

To the Editor of the "HONGKONG TELEGRAPH":—

Dear Sir,—Kindly insert the following in your paper:—"The Imperial Russian Consul begs herewith to give notice to all whom it concerns that all ships leaving Hongkong for Vladivostok run the risk of being delayed by the Sanitary Board there in case of disinfection is required, and recommends to take most care not to ship any infected goods."

"Consul for Russia."

"C. de Bologovskoy."

Yours faithfully,

p Imperial Russian Consul.

O. STAGER.

Imperial Russian Consulate,
Hongkong, 25th May, 1906.

HONGKONG OPIUM FARM.

Notice is given in the *Gazette* that sealed tenders will be received at the Colonial Secretary's office, till noon on Friday, the 31st day of August next, for the purchase of the privileges known as the Opium Farm established under The Prepared Opium Ordinance, 1891, as amended by the Prepared Opium Ordinance, 1904, that is to say, the sole privilege of preparing opium and of selling, within the Colony, (including the New Territories), opium so prepared, inclusive of the privilege of collecting droppings and of preparing and dealing in droppings, for three years from the 1st of March, 1907.

CONDITIONS OF TENDERING.

No tender will be received unless the tenderer produces a receipt from the Treasurer for—

(i.) A deposit of \$30,000, or of title deeds, or other approved securities to a like amount;

(ii.) An agreement, to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept a grant of the Farm on the terms of the tender sent in by him, or fail to give the prescribed security for such grant, such deposit or securities shall be forfeited to the Crown.

For the benefit of those who may wish to learn the details of the plan of federation which have been recommended to their respective home boards by the workers of the three societies mentioned above, we (*South China Collegiate*) give in full the following report.

FEDERATION IN MISSION WORK.

The following suggestions on Federation, for training of Preachers and Bible-women, were agreed upon, March 22nd, 1906, by Committees appointed by the U.A.M., L.M.S. and A.B.C.F.M.

1. General:—a. All these Societies are one in faith and aim.

b. All these Societies mentioned, recognize the paramount importance of an need for, a trained ministry.

c. All these Societies recognize the extreme difficulty of establishing training work alone, and welcome the possible solution of the difficulty by united work.

d. For the working of each school, one missionary shall be elected to act as President. For the Theological School, a man, and for the Women's Bible-School, a woman, would be needed to make this his or her chief work. In addition, each other Mission shall be required to appoint one worker to give of his or her time for teaching, as much as a Committee shall require.

II. Government:—a. The two schools shall be under one governing body, to be called the Union College Council.

b. This Council shall consist of three members from each Mission.

c. Any recognized member of a Mission, whether man or woman, shall be eligible for appointment. Each Mission shall appoint at least one woman.

d. The work of the Council shall be the general oversight of the work in both schools. They shall appoint a Chairman, a Treasurer, and Secretary from their number.

e. The election of a President for each school shall be by ballot among the members of the Council.

f. Any recognized male missionary of the three Missions, shall be eligible for the post of President for the Theological School. In the same manner, any female missionary, shall be eligible for the post of President of the Bible-women's School.

S.S. "LUCIA VITTORIA" STRANDED.

REPORTED SERIOUS DAMAGE.

25th inst.

New was circulated in town to-day to the effect that Messrs. V. D. Musso and Company's steamer *Lucia Vittoria*, formerly H.M.S. store-ship *Nimble*, had been stranded. A reporter from the *Hongkong Telegraph* called on the owners of the vessel to-day, and was kindly informed that such was the case. The *Lucia Vittoria* left Hongkong on May 9th with a general cargo bound for Vladivostok. On the night of the 23rd instant, when about sixteen miles from her destination, the vessel ran ashore on a Russian island, off the port of Vladivostok, and it is reported—although no confirmation is to hand from the captain—that she is seriously damaged.

S.S. "M. STRUVE."

HOPE OF SALVAGE ABANDONED.

On Sunday, April 7th last, it will be remembered that the steamer *M. Struve* while on a voyage to Chinkiang with a cargo of sugar struck a rock near Ockseu Island—midway between Amoy and Fuchow—and became a wreck. Captain Owen Wilks, who took passage on board the *s.s. Hatchet* for Amoy and chartered a special launch at that port to reach the vessel in order to inspect her with a view to salvage, returned to the Colony a day or two ago with his report as to the condition of the vessel. A *Hongkong Telegraph* representative called on Captain Wilks this afternoon, and was informed that the chance of salvaging the vessel was gone. The Chinese pirates in the vicinity of Ockseu Island had boarded the *M. Struve* and had practically stolen the ship, the hull of the vessel only is all that was left by them.

CO-OPERATION IN EDUCATIONAL MISSIONS IN CANTON.

Several weeks ago the Rev. T. W. Pearce of Hongkong gave an extremely interesting address before a large and representative gathering of missionaries in Canton in which he described what he had observed of the federation of mission work in North China. At that meeting a motion was passed requesting each mission to appoint one of its members to act on a Committee of federation.

The committee held its first meeting on March 27th, at the home of Rev. W. W. Clayton. In addition to Mr. Clayton, who represented the L.M.S., there were present Rev. S. G. Tapp representing the English Wesleyan Mission, Rev. C. A. Nelson of the A.B.C.F.M., Rev. McNeur representing the New Zealand Presbyterian Church, Rev. H. O. T. Burkwall of the B. and F.I.S., Rev. O. F. Winsor of the Canton Christian College, Rev. Von Qualen of the American Scandinavian Mission, and Rev. C. E. Spore of the H. M. Mission. The members of the committee were deeply interested in the federation movement as it is being conducted in North China, and heartily in sympathy with its extension in this part of the field. At the same time, they recognized that the conditions which made the immediate success of the movement possible in North China were peculiar and that these conditions are absent to a large extent here in the South. The Boxer movement swept away all mission work in the North and when the missions received their indemnities they were free to reorganize their work on the most approved lines. Under these conditions it was comparatively easy for them to come together and for them to secure the consent of their home societies to the arrangements of union which they recommended.

Vested interests here in the South will necessarily make the movement a more gradual one. At the same time, the committee heartily recommended that, as opportunity offers, the several missions undertake to unite their various lines of work or at least to co-operate with each other. It was pointed out that in the development of a new normal work for the training of native helpers, three societies, namely the L.M.S., the A.B.C.F.M., and the U. B. Mission, were planning to unite so as to build one normal school for the use of the three missions. Other missions are invited to join in this movement and it appears likely that in time there will be a still further grouping together of this kind of work.

FREIGHT.

Messrs. Lamke and Rogge will on the 10th inst.—The slightly better feeling that there has been showing in coast freights about the beginning of the period now under review, has not only not been maintained, but the market closed decidedly dull, with next to nothing doing, quite contrary to the usual state of freights in the month of May.

It had been expected that the demand, that rather suddenly had sprung up for tonnage to load at Saigon for this port, would continue, and any simultaneous orders from any other quarter would have helped to bring rates upon a level remunerative to owners, instead, after a few further fixtures between 16 and 15 cents, according to size of boats, Saigon-Hongkong chartering has stopped entirely, and in no other direction has there been anything like a pressure inquiry during the fortnight.

Saigon to Philippines, Saigon to Java, Saigon to Japan, nothing is doing.

From Bangkok, further charters on natives' account there have been none lately. That great Japanese steamship company, the Nippon Yusen Kisha, is said to be about now to carry out their plans by which they mean to secure for themselves a share in the Bangkok-Hongkong trade. A regular line is to be started by them these next few days with a couple of Norwegian time-chartered steamers, soon to be supported, it is rumoured, by the Company's own boats, at present not available yet, or, as is said, specially building for the purpose. It is believed that some arrangement has been come to by the newcomers with Norddeutscher Lloyd, which latter Company has so far practically held the monopoly of the trade. Nothing definite is known. Whatever may have been arranged, or what may be arranged, the appearing on the scene of more "liners" will mean the more effective keeping off of the outside boat from the trade, which is to be regretted.

Turning to the list of charters reported as concluded during the fortnight, there has been business from Iloilo to Ningpo and Shanghai (a couple of boats), at 35 cents, also Iloilo to Hongkong at 18 cents.

A China Navigation Company's steamer obtained a freight from Phiorang Bay had or Touren to Hongkong, salt, at 17 cents per picul.

Newchwang freights are down to 20 cents per picul. Newchwang to Canton, with a fixture locally, and another one reported done up North same terms.

Coal freights have not maintained their position. South Japan coal port to Hongkong, the closing rate is \$1.40 per ton, quiet.

Pulo Luat to Hongkong has had a charter at \$2.50 per ton.

Hongkong to Hongkong, we quote about \$1.30 per ton. Hongkong to Chinkiang; a charter has been done at \$2 per ton.

On monthly terms, the fixture is reported of Norw. s.s. Standard, a modern light-draft steamer, for Nikolaeftsk trade, term 4/11 months, rate \$6,000 per month, extra insurance by charterers.

As for sailers, there is nothing new to report. -Sail-tonnage Disengaged:—American bark Alibi, 1,300 tons reg. Departures of Sailors:—None.

LOCAL AND GENERAL.

The st. Lorking was docked at the Tunkadou Dock, Shanghai, on the 16th inst.

For the forty-eight hours ended at noon on Friday thirty cases of plague are recorded.

Mr. J. R. Wood has been appointed a member of the Squatters' Board, vice Mr. F. J. Buley.

Mrs. Elizabeth Tuicher has been appointed headmistress of the Bellios Public School, in place of Mrs. E. A. Bateman, retired.

It is reported that two steamers were ashore at 3 a.m. on the 15th inst., 2 miles N.W. of Cooper Island. Each vessel was showing two red lights.

The Hon. Dr. Ho Kai, M.B., C.M.G., has been re-appointed a member of the Medical Board for a further term of three years from the 18th instant.

DURING the twenty-four hours ending at noon to-day, nine cases of plague have come to the notice of the Sanitary Board. They all terminated fatally.

LIEUTENANT N. C. S. Simson, three N. C. O.'s, one native servant, U. K. S. B. R. G. A., left per s.s. Catherine Apsley on the 22d instant for Calcutta on recruiting duty.

IN consequence of the outbreak of plague at the Yau-nai Police Station among the Indians and Chinese, the entire station was disinfected on Tuesday by the Sanitary authorities.

JUST as we go to press information reaches us that a Chinaman—a member of the crew of the C. P. R. Company's steamer Empress of China—has committed suicide on board the vessel on Wednesday.

THE plague epidemic shows no signs of abatement. Wednesday's list is a heavy one with twenty-three cases recorded for the twenty-four hours up to noon. All the patients were Chinese, seven of whom are under treatment.

HIS Excellency the Governor, under instructions from the Secretary of State for the Colonies, has been pleased to appoint Mr. J. E. Menagh to be chief storekeeper in connection with the Kowloon-Canton Railway, British section.

WE regret to announce that a telegram was received in the Colony on Saturday stating that Mr. A. A. Pacheco, Consul for Italy and Siam in Macao and a prominent solicitor in that city, died this morning, the cause of death being Bright's disease.

THE Water Police charged three hawkers before Mr. C. A. D. Melbourne, at the Police Court this morning, with being found board the steamer Hong-moh, yesterday afternoon, without the permission of the master. They were fined \$10 each.

THE chief officer of the steamer Samien charged a coolie named Lui Po, at the Police Court on Monday, with stealing quantity of rice from the ship, on Sunday afternoon. The complainant said that about five o'clock defendant was seen leaving the Samien with two parcels—one contained a quantity of flour and the other rice. The coolie was arrested. Defendant said that he was engaged on board the vessel, and the rice he had when leaving the ship was merely sweeping. Mr. F. A. Hazeland, after examining the goods, was of opinion that the rice was too clean to be sweeping, and sentenced Lui to seven days' hard labour.

URING the twenty-four hours ending at six o'clock on Thursday the police at West Point picked up no fewer than four dead bodies that were dumped in the street. They were all said to have died from plague.

LIEUTENANT H. E. Stranger Leathes, Indian Medical Service, arrived from India, and is placed in medical charge of 19th Infantry from 17th instant; he will also do duty in Military Hospital, Kowloon.

THERE were fourteen cases of plague reported up to noon on Tuesday. Two Indian cases were from the Yau-nai Police Station. The other twelve were all Chinese, seven having died. The Indians are under treatment.

THE corner-stone of the new building of the Chinese Young Men's Christian Association, in Szechuan Road, Shanghai, will be laid tomorrow. The construction of most of the building is so far advanced that the exercises will take place in the gymnasium, which will be temporarily roofed over.

THE case in which Mr. H. J. Gardner, in the office of Mr. O. D. Thompson, represented a marine stone dealer for being in unlawful possession of frames of ship's port holes and other iron goods, came to a conclusion at the Magistracy on Friday. Mr. F. A. Hazeland imposed a fine of \$25 on the accused.

THE annual report of the A. Butler Cement Tile Works, Ltd., to be presented at the second annual meeting on the 5th prox. shows a divisible balance of £10,545.53, out of which the Directors propose to pay a dividend of 6 per cent, pay the stipulated bonus to the agent and superintendent, and carry forward £1,431.53.

MR. C. A. D. Melhuish had a busy time at the Magistracy on Friday. About 400 Chinese were summoned by the Police for burning crackers without permits from the Registrar-General. The delinquents from West Point were fined \$5 each, owing to the proximity to the Civil Hospital, while the others received fines of \$1 apiece.

MR. A. Shaw, of the Hongkong Cotton Spinning, Weaving and Dyeing Company, Causeway Bay, gave eight coolies in charge on Thursday for being found in the servants' quarters of his house without permission. Inspector Gourlay prosecuted. Defendants' excuse was that they were visiting chums. Mr. F. A. Hazeland fined them \$10 each.

THE Singaporo states that the Ministers of the various Powers in Peking, in view of the disturbances in Kiangsi, Anhui, Hunan, Chihli and Chekiang provinces have requested the Ssu-pu to issue instructions to the high authorities of these provinces concerned to give substantial protection to the missionaries, converts, and chapels there and also asking that strict injunctions be given forbidding the display of anti-foreignism.

NEVER has the compound of the Police Court been so packed with people as it was on Friday. Even the passage leading to the detective department was blocked, and when the rain commenced to fall a good many were soaked owing to the congested condition of the yard. The noise created by the crowd, which consisted of 300 odd people, who were summoned for firing crackers without permits, was equal to that of any fishmarket crowd, and many were the times that they were called to order.

THE further hearing of the case in which eight persons were charged with removing stone from Crown Land some time ago was continued at the Magistracy on Friday, before Mr. F. A. Hazeland. It will be remembered that the case was remanded for the contractor to make good the damage. That having been done the contractor, A Tan, was charged with removing the stones without a permit. He pleaded guilty, averring that he had a permit. Evidence was heard, and a fine of \$10 was imposed.

SHORTLY before eight o'clock on Wednesday the fire brigade were called out, by the alarm, to a fire supposed to have occurred in Wellington Street. When they arrived on the scene they were told that their services were not required and the engines were returned. It appears that fire broke out in a chimney of a house there and the alarm was sounded. The policeman on that beat, with the assistance of the inmates of the flat, extinguished the blaze before it had got to any serious proportions. The damage done is trifling.

THE N. C. D. News learns from Peking that the Emperor highly appreciates the energy and ability shown by H. E. Tang Shao-yi, Vice-President of the Wu-wu-pai, in the difficult negotiations with the representatives of foreign Powers that have taken place within the twelve months, such as the Treaty with Japan about Manchuria, the Tibetan Treaty, and the Nan-chang affair, and his Majesty therefore, is desirous of showing the Imperial appreciation by bestowing special rewards upon His Excellency in the near future.

POLICE Constable Watt, of No. 7 Police Station, entered a restaurant in Queen's Road West on Sunday night, on account of the noise which was being made there. In the dining room he discovered a party of men playing "chui mui," and he asked them to accompany him to the station. On the way, one of the men produced a dollar in coin, and handed it to the officer, with the remark, "go and get a drink." The money was taken and so was the generous donor, who was subsequently charged with offering a bribe. He was placed before Mr. F. A. Hazeland on Monday and admitted the charge of playing "chui mui," but denied bribing the police. His Worship fined defendant \$5 on the first charge, and \$5 on the second. The man failed to put in an appearance and his bail of \$10 was estreated.

AT the fourth annual exhibition of the Shanghai Amateur Photographic Society, on the 15th inst., in class A of section I were four portraits, a seascape, and a landscape from Mr. C. H. Gale of Hongkong. The portrait, "Péché," which was subsequently awarded first prize, is a beautiful piece of work and would do credit to a professional, says the N. C. D. News. It is certainly the best picture sent in for competition; the arrangement of the soft drapery on the lady's shoulders, the excellent detail, and the even light on the face are splendid. Another portrait, "The First," by the same gentleman, is a lesson in obtaining expression from models, and in a third, "Faith," the modelling is very good. Mr. H. W. Merrifield of Hongkong obtains second prize in this class with a landscape, "Peace," in which he has accurately focused for distance. This gentleman sent in several other pictures, all excellent work, "The Vista" being one of the best. A third Hongkong amateur competitor, Mr. E. J. Chapman, but his work is not up to the first named; while Mr. L. Bryde's photographs show some fading.

SOME time ago an official recommended that Prof. Jenkins should be engaged as an adviser on Chinese financial affairs in order to improve the banking business and the circulation of paper money, etc. The proposal was referred to the Council of Finance, the Board of Revenue, and the Walupu to memorialise after full consideration. The Prince and ministers concerned discussed the matter, but as a President of a Board opposed the proposal there were almost no other authorities to support the proposal and is reported that they will jointly memorialise after a few days.—*Singaporo*.

ANOTHER new arrival from Canton sailed badly at the Police Court on Saturday. It appeared that while a policeman was on his beat in First Street, West Point, at midnight yesterday, he saw a ragged coolie about twenty yards ahead of him. He kept an eye on the coolie and seeing him linger, walked up and inquired what he was doing abroad at that time of the night. The constable got no reply, the accused showing the officer a clean pair of heels. A chase ensued, and the Chinaman was captured. At the police station he said he had only just arrived from Canton; he had no place of abode, and no money. He was charged with being a vagrant at the Police Court this morning, and Mr. F. A. Hazeland sentenced him to three weeks' hard labour and six hours' stocks.

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HONGKONG METEOROLOGICAL SIGNALS.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS.—*Telegraph*, Hongkong.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office, and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Office's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and Information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOO,
Acting Director,
Hongkong Observatory, 1st January, 1904.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
are published in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisement
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, ICE HOUSE ROAD,
HONGKONG.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE PRESENT QUOTEATION.	CLOSING QUOTEATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$950,000 \$20,000	\$1,699,777	\$1 15/- div. and \$1 bonus @ ex. 2/9/16 =\$26.87 for 2nd half-year 1905	5 %	\$84 sellers London £90
National Bank of China, Limited	99,925	£7	£5	£12,735 £50,000	£74,099	5s (London 3/6) for 1903 .....	...	5s
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	5s for 1904	75	\$360
North China Insurance Company, Limited	15,000	£15	£5	Tls. 100,000 Tls. 50,000	Tls. 301,053	Interim div. of 7/6.00 account 1905	5 1/2 %	Tls. 87 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$31,151 \$1,584,844	\$2,702,271	Interim div. of 5s for 1905	5 %	\$800
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000 \$61,278	\$308,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$239,488	\$344,058	\$6 for 1904	7 1/2 %	\$85
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$154,331	\$422,678	\$25 for 1904	8 %	\$305 sales & b.
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$8,000 \$264,638	\$6,563	5s 1/2 for 1905	6 1/2 %	\$22 sales
Douglas Steamship Company, Limited	70,000	£50	£50	£88,941 \$250,000	Nil.	5s 1/2 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	£15	£15	£100,000 \$154,331	£24,080	5s 1/2 for 2nd half-year making \$2 for 1905	8 %	\$25
Indo-China Steam Navigation Company, Limited	50,000	£10	£10	£241,150 £3,999	£4,435	5s 1/2 @ 1/10 = \$6.2951 for 1904	7 %	\$90
Shanghai Tug and Lighter Company, Limited	200,000	£5	£5	Tls. 40,000 £400,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,444 £65,000	£107,815	Final Tls. 4 making Tls. 3 for 1905	4 %	Tls. 51 buyers 26/-
"Star" Ferry Company, Limited	10,000	£10	£10	£24,257 £2,457	£929	5s 1/2 for year ending 30.4.1905	5 1/2 %	\$33 \$23
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 48,000 Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %	Tls. 41 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$80,129	\$40,974	Final of \$15 making \$25 in 1905	15 %	\$165
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	None	Dr. \$13,588	5s for 1897 .....	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04 .....	...	Tls. 110 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/2 (No. 6) interim div. for 12 months ending 28.4.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	100,000	£10	£10	None	£90,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
Sub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents .....	...	\$3
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	£70,000	£8,915	5s for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	£550,000 £65,160 £20,000	£20,040	Final of £31 making £6	5 1/2 %	\$103
Long and Whampoa Dock Company, Ltd.	10,000	£10	£10	£49,500	£36,232	£6 for second half-year making \$12 for 1905	7 1/2 %	\$161
New Amoy Dock Company, Limited	10,000	£84	£68	£88,000	£3,221	5s for 1905	6 1/2 %	\$17 buyers
Shanghai Dock and Engineering Co., Ltd.	55,200	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 115 sellers
Hangha and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 226 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	None	None	First year	8 %	Tls. 100
Star House Hotel Company, Limited (Shanghai)	5,000	£25	£25	\$14,516	\$9,028	\$24 for year ended 30.6.1905	13 1/2 %	\$18 buyers
Central Stores, Limited	6,000	£15	£15	None	£4,719	\$24.40 on \$12 for 1905 .....	...	\$15 buyers
Do. (Founders)	24,000	£15	£15	None	None	7 1/2 % on \$7 1/2 for 1905 .....	...	\$10 sellers
Hongkong Hotel Company, Limited	2,000	£50	£50	£6				

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5161

晚四初月四閏年二十三緒光

SATURDAY, MAY 26, 1906.

六拜禮

號六廿月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman
Hon. Mr. G. W. Dickson, Deputy Chairman
E. Goetz, Esq. Hon. Mr. R. Shewan
C. R. Lehmann, Esq. N. A. Siebe, Esq.
G. H. Medhurst, Esq. H. A. W. Slade, Esq.
D. M. Nissim, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent per annum.
For 6 months, 3 per cent per annum.
For 12 months, 4 per cent per annum.
J. R. M. SMITH,
Chief Manager,
Hongkong, 4th April, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st May, 1902.

DEUTSCH ASIATISCHE BANK.
CAPITAL FULLY PAID-UP.—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) Direction der Disconto-Gesellschaft

Deutsche Bank Berlin

S. Bleichroeder Berlin

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern a.m./p.m.

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim jr. & Co. Koeln

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Manager.

Hongkong, 30th April, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).

RESERVE FUND FL. 5,000,000 (\$475,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Sematang, Sourabaya, Cheribon,

Tegal, Pekalongan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Kadja (Acheen), Telok-Semawe (Acheen),

Bandjermasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balance.

Fixed Deposits 12 months 4½% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904.

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Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	TIENTSIN	About 26th May	Freight only.
(Calling at Penang, if sufficient inducement offers)	F. E. Andrews, R.N.R. ...		
SHANGHAI, KOBE & YOKO-HAMA	PALNA	About 30th May	Freight only.
	G. W. Cockman, R.N.R. ...		
SHANGHAI	ARCADIA	About 31st May	Freight and Passage.
	W. W. Cooke, R.N.R. ...		
LONDON, &c.	OCEANA	2nd June, Noon	See Special Advertisements.
	W. W. Cooke, R.N.R. ...		
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	PALAWAN	About 20th June	Freight and Passage.
	A. F. Street		

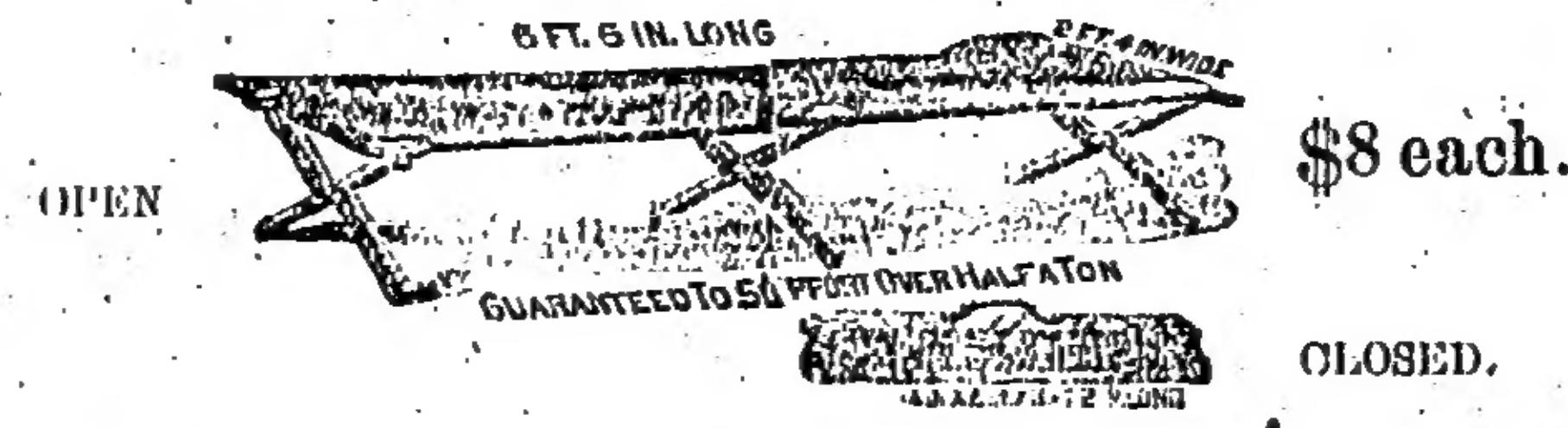
For Further Particulars, apply to

E. A. BEWETT, Superintendent.

Intimations:

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.



The Most Portable Camp Bedstead ever made.

THIN TROPICAL BLANKETS,

\$3.00 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

Hongkong, 16th May, 1906.

AQUARIUS

SPARKLING MINERAL TABLE WATER; Qts. Pts. & Splits.
SILENT WATER; Qts.

STONE GINGER BEER.

GINGER ALE.

TONIC.

LEMONADE.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages and by these means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS—

No. 75, Queen's Road Central.

Hongkong, 16th June, 1906.

TRADE MARK

Telephone

140

MINIMAX

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child.

Minimum of Price, Weight and Size. Always ready for immediate use. Requires only one hand to hold. Weight only 1 lb. when full. Maximum of simplicity and effect.

NIGHT CARS as on Week Days.

SATURDAYS. Extra cars at 11:30 p.m. to 11:45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 12th July, 1905.

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For Sale.

FOR SALE OR TO LET.
AT THE PEAK.

A SIX-ROOMED HOUSE, with DRYING DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; fitted with superior Baths and with Hot and Cold Water; large Kitchen; Laundry and Servants' Quarters.

A FIVE-ROOMED HOUSE, with DRYING DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.

For particulars and terms, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th May, 1906.

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Hongkong, 30th September, 1905.

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Hongkong, 10th May, 1904.

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Intimations.

JAPAN COALS

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tiontien, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokouka, Nagoya, Osaka,

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	W. A. Valentine.
"FATSHAN,"	2,360 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
-------------------	------------	--------------------------------

Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
----------------	----------	--------------------

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunki, Mahning, Kungchuk, Kan-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

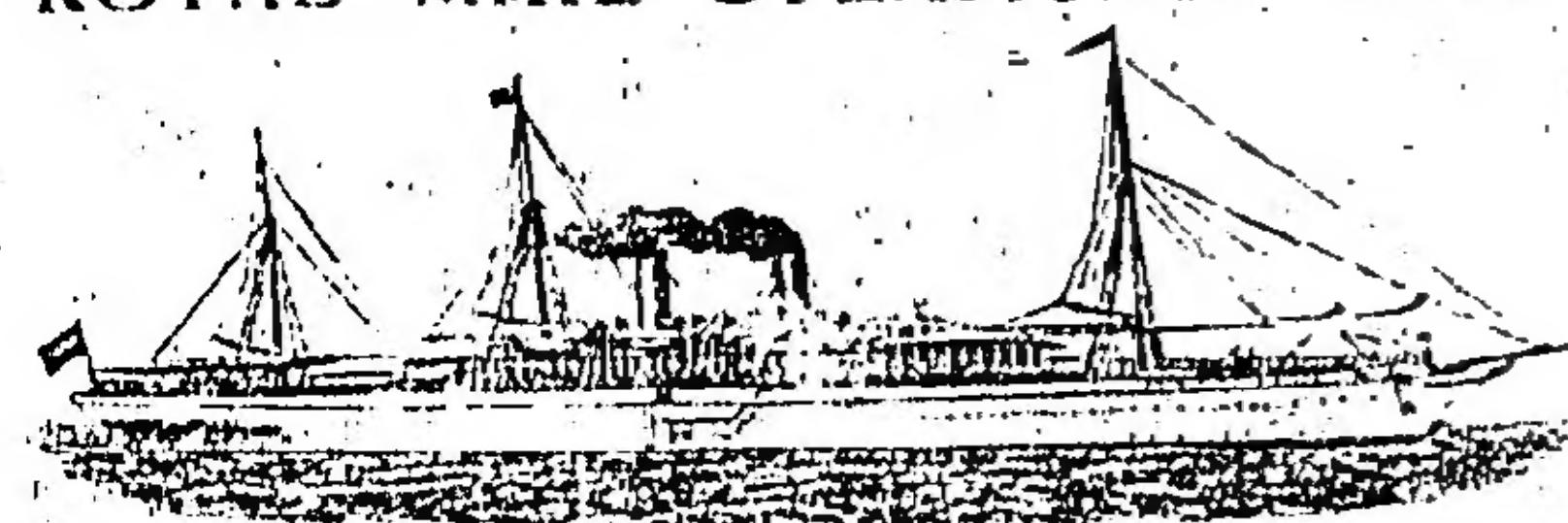
FARES.—Canton to Wuchow Single \$15.00. Return \$25.00.
Canton to Tak Hing Single \$12.50. Return \$21.00.
Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA,"	6,000	WEDNESDAY, May 30	JUNE 20
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, June 20	JULY 11
"ATHENIAN,"	2,440	WEDNESDAY, June 27	JULY 21
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, July 11	AUGUST 1
"MONTEAGLE,"	5,500	WEDNESDAY, July 18	AUGUST 11

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the ISLANDS OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVER-LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$120. 1st Class, \$100. Intermediate on Steamers, and 1st Class Rail \$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, offering superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, 23rd May, 1906.

Corner Pedder Street and Praya, opposite Blakes Pier. [1]

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARCADIA,	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	28th May	Freight.
G. FRED. LAEISZ,	MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	1st June	Freight.
ANDALUSIA,	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	20th June	Freight.
ACILIA,	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	28th June	Freight.
RHENANIA,	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	12th July	Freight and Passengers.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin appointments. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 26th May, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

SITHONIA (For Cargo only) WEDNESDAY, 6th June.

ROON WEDNESDAY, 20th June.

PREUSSEN WEDNESDAY, 4th July.

ZIESTEN WEDNESDAY, 18th July.

BAYERN WEDNESDAY, 1st August.

PRINZ REGENT LUITPOLD WEDNESDAY, 15th August.

PRINZ EITEL FRIEDRICH WEDNESDAY, 29th August.

SACHSEN WEDNESDAY, 12th September.

PRINZ HEINRICH WEDNESDAY, 26th September.

ROON WEDNESDAY, 10th October.

PRINZ LUDWIG WEDNESDAY, 24th October.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates) and angles all being tested by Lloyds' surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. E. C. 4th and 5th Edit
Liebora, Scotts, A. 1, and Watkins.

Vokohama, May 23rd, 1905.

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

EYES WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHENNAH, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-U."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHU, SHUISHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 23rd December, 1905.

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Intimation.

Powell's

ALEXANDRA
BUILDINGS,

Des Vaux Road.

JUST
RECEIVED.

LADIES' BATHING COSTUMES,

Comfortable,

Durable,

and

Dainty.

BATHING CAPS,

\$1

EACH.

SPECIAL

NAVY

SERGES

for

BATHING

COSTUMES,

(Guaranteed fast dye)

\$1.25

per yard.

Wm. POWELL, LTD.,

Alexandra Buildings,

HONG KONG.

Hongkong, 18th May, 1906.

Intimations.

K. A. J. OHOTIRMAI & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and

Japanese

Silk Piece Goods,

Silver Wares,

Rare Embroideries,

Grass Cloths,

&c., &c.,

SUITABLE BOTH FOR

LADIES AND GENTLEMEN.

Ladies' Blouses

AND

Gentlemen's Pyjamas

SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 4th May, 1906.

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 49,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1906.

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TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON, & Co.
Hongkong, 20th January, 1906.

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TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 17th March, 1906.

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TO LET.

NO. 15, KNUTSFORD TERRACE,
Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th December, 1905.

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TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905.

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TO LET.

OFFICES in KING'S BUILDING and YORK
BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPPON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 12th May, 1906.

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TO LET.

N. C. 2, OLD BAILEY.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 26th April, 1906.

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TO LET.

M. R. GEO. P. LAMMERT has been
instructed to sell by

PUBLIC AUCTION,

ON

TUESDAY,

the 29th day of May, 1906, at 3 P.M., at his

Sales Rooms, Duddell Street, Victoria,

IN ONE LOT.

The VALUABLE LEASEHOLD PRO-

PERTY registered in the Land Office as

SECTION D OF INLAND LOT No. 585

with the Messuage and Building thereon

known as No. 11, SEYMOUR ROAD, held

under a Crown Lease dated the 14th Febru-

ary, 1859, for a term of 999 years. Proportion

of Crown Rent payable \$1.65.

For further particulars, apply to—

Messrs. EWRSN, HARSTON & HARDING,

Alexandra Buildings,

Vendor's Solicitors,

or to

The Auctioneer.

Hongkong, 21st May, 1906.

[584]

Intimations.

BABY, WOULD THAT I
WERE YOU!Little one, in safety nestled
Near the heart that loves you well!
Close your eyes in sweet contentment,
'Neath soft slumber's soothng spell.Little one, so warm and tender,
All your sky is bright and blue;

You awake to love and kisses:

Baby, would that I were you!

Kisses given first thing in morning,

Kisses given last thing at night,

Kisses, praises, looks of wonder;

Look that speak of heart's delight;

Such a flood of love and pleasure,

Running all your day time through,

Bless with health and cause for laughter,

Baby, would that I were you!

Little one, so blest and happy,

Childhood's days are free from care,

Childhood's thoughts are thoughts of sun-

shine;

Bright as rainbows, light as air!

Little one so pure and sinless,

Knowing nought to make you rue,

Or of sin, or dread, or sorrow.

Baby, would that I were you!

—From "A Wreath of Remembrance," by

M. G. W. (Henry Drane, London).

IPOMA IN THE EAST AND WEST.

Mrs. Flora Annie Steel dilates upon the

subject of Marriage, in an article in the

Monthly which may be read with profit.

Marriage she unhesitatingly declares to be the

most honourable profession in the world for a

woman. And, says she, "it has this advantage:

it is a close profession for women. Men

cannot enter it. There is no profession of

married men. As he was before marriage,

tailor, tailor, soldier, sailor, clergyman, apothecary,

plough-boy, thief, to be remunerated after it.

He may lack the epithet 'married' before his

name if he chooses, but marriage can never be

to him what it is to the woman; for marriage

is the cradle of the race, and woman rocks that

cradle."

Mrs. Steel will not say that this is the

estimate of marriage which obtains in Western

society; to the woman in the West—scarcely,

Mrs. Steel does not believe that her view of

marriage is ever put plainly before our young

girls. The only point of cleavage is when,

about fourteen years of age, out of school hours

the girl turns instinctively to love stories and

the boy to tales of adventure. Of course, she

says, at this period, it is quite inevitable that

Nature should be awakening in the girl thoughts

and desires which are not exactly the same as

those in a boy's mind; yet so far as the authoress

is aware, no attention is paid to this in the

educational process, the young aspirant to

womanhood being left to find such guidance as

she may in the pages of books "pour la jeune

fille"—books in which love is a mysterious,

scarcely to be spoken of, divinity where kisses

are plentiful and the not impossible result is

left out of the equation altogether. Such, she

complains, is the education for those who, if

the right man only turns up, will, without one

exception, leave other professions gladly to

follow the ancient woman's calling of widow-

hood, knowing nothing of either.

In the West, therefore, says Mrs. Steel,

the marriageable girl has, at her disposal, a

human being of her own, with a master of

himself. Nothing but love will induce her to give up her

freedom; without it, marriage is for her no

marriage at all. If she is a good girl, according

to Mrs. Steel, she will aim high. She had

been taught that "what is sauce for the goose

is sauce for the gander" and she will tolerate

no lower standard of moral than her own in

the man she is prepared to love. She may, she

often does, live on for years—perhaps for ever

unsatisfied, for she never finds the man

whom it will give her personal rapture to marry.

But the new house, the new position, the new

liberty, run him very close, we are informed.

She goes to that house full of high hopes. She

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.SCOTCH
WHISKIES.
GREAT REDUCTION
IN
PRICES.

From this date the prices of our popular brands of SCOTCH WHISKIES will be as under:—

A. THORNIES BLEND	\$11.00
B. GLENORCHY BLEND (A Fine Soda Whisky)	11.40
C. ABERLOUR-GLENLIVET (A Fine Peaty Flavoured Whisky)	12.50
D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies	14.00
E. BLEND. The popular Whisky in the Far East	15.00

The above prices are strictly net. The discount of five per cent. previously allowed on our Whiskies ceases from this date.

A. S. WATSON & CO.,
LIMITED,WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.

Hongkong, 17th May, 1906.

GRECOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional: The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 26, 1906.

FRANCE IN SOUTH CHINA.

We are pleased to be able to give prominence to the official denial, which reaches us through the courtesy of M. Liebert, Consul for France in Hongkong, of the accuracy of the report emanating from Peking on the subject of the alleged understanding for the withdrawal of French troops from Lungchow, and not Liuchow as erroneously reported. On the 22nd inst., our correspondent at Shanghai wired the information which had evidently reached the Northern Settlement from the Chinese capital that "it is announced that France has come to an understanding with China with regard to her garrison in South China. She agrees to withdraw her troops from Liuchow [Lungchow] conditionally. French troops will be withdrawn if China allows her, as a quid pro quo, the right to construct a railway from Liuchow to Kweilin." This report appeared to M. Liebert, like many of its predecessors which had gained currency during the past twelve months, to have originated from sources not so friendly to French interests in this part of the Chinese Empire. It was quite recently stated in the Press in the North and the report subsequently reproduced in the South that H.E. Liu Shao-nien, Governor of Kwangsi province, had sent a dispatch to the Waiwupu charging the French from Tonkin with promiscuously invading non-treaty towns in Kwangsi and establishing hongs and godowns in them, even going so far as to purchase secretly land from private individuals without the authorisation of the local officials, all of which were in violation of the Chinese treaties with France. The Governor asked the Waiwupu, it was stated, to lodge a strong protest with the French Government and stated that he himself intended to address the French Consul in Kweilin, the provincial capital; at the same time he suggests to the Waiwupu that some arrangement should be come to with the French Government by which a limit must be set to the number of French troops quartered at present in the treaty port of Lungchow, near the Kwangsi-Tonkin borders. These troops, by the way, the report proceeded to state, were introduced into Kwangsi when the recent insurrection in that province was at its height, two years ago, on the plea that they were necessary for the protection of French trade in that port of Kwangsi, although a brigade of disciplined troops from Hupoh had been sent to Lungchow for that very purpose. This and others are the specimens of the tales which are decidedly inimical to France in South China. Ever watchful of the best interests of his country, M. Liebert, faithful to his charge, cabled the substance of the Shanghai message, of the 22nd inst., to the Governor-General at Hanoi. The categorical reply from M. Beau, which we have the privilege of reproducing textually in our telegram columns, is an emphatic denial of the allegations which we are glad to be the medium of stating have no foundation in fact. The consular representative for France in Hongkong asserted, in an interview with a representative of this journal, that the conduct of political affairs of his country in China was honest and entirely above board, and he welcomed the opportunity to place before the public the exact position of his country in South China. The relations of high French officials with the Chinese authorities are of the most cordial character, and we have the authoritative statement, native reports notwithstanding, that the intercourse of the Taotai of Lungchow and the French authorities in the Indo-Chinese frontier is maintained on a most friendly basis. There is no good reason why so amicable an understanding should not always exist. In the recently published Decennial Report issued by the Imperial Maritime Customs we can glean no fact in the historical epitome for the period prejudicial to the interest of the Republic. We learn that the work of the delimitation of the Kwangsi-Tonkin frontier, which recommended in 1894, was completed in June, 1894. The French and Chinese officers appointed to make maps of the frontier line from Ping-an-kuan to the Yunnan border be-

gan their surveys in January, 1892, and in April of the same year they returned to Lungchow to complete maps, which were signed and exchanged in June. A single disputed point was referred to Peking for settlement. In June, 1894, Colonels Gallieni and Vallières arrived from Langson, bringing with them a new set of maps of the Kwangsi-Tonkin frontier, embodying the alterations made. These maps, replacing those of June, 1892, were signed and copies exchanged in the Taotai's yamen. No points were left unsettled, and the tedious work of defining the frontier was at last ended. It might be interesting to learn that, on the 18th April, 1900, the Comptoir Français du Tonkin, the only foreign firm established there closed its business at Lungchow, having sold about one-half of its goods to a Chinese storekeeper, who has himself opened a branch store at Taliung, on the frontier. On the 7th May a French school-master arrived there, and, on the 14th July, opened a French school by order of the Governor-General of Indo-China. The population of the city of Lungchow is about the same as it was ten years ago, i.e., about 20,000 inhabitants. The composition, character, and occupation of the people have not been subject to any material change. The actual number of troops on the frontier is not ascertainable. There are twenty camps, containing, it is said, some 10,000 men. The number of Foreign residents in and about Lungchow on the 31st December, 1901, was eleven in all—ten French and one British.

THE ORIENTAL TRADE.

No people are more alive to their interests in the immense possibilities of the development of trade with China than are the Americans, who are making every effort to seize the tide at its flood when trade shall resume its normal course as soon as the unsettled condition of the country once again assumes its aspect of business activity untrammelled by extraneous conditions following the Russia-Japan war. Hence the views expressed by representatives of the mercantile community of the States resident in the East are always worth noting. An American, long resident in Japan, has written to the *New York Post* a discussion of the requisites of Oriental trade. He repeats with the authority of long experience what an American journal says it has often tried to impress upon their merchants and manufacturers, that in their trade is to go farther than flour, cotton and petroleum, they must study the manner in which they are produced and in them in their manner of manufacturing and packing. The writer of the letter says it is a matter of personal knowledge with him that Americans, when told that goods of a certain grade, packed in a special manner, are required for the Asiatic market, have answered:

"We do not pack that way. If buyers want our goods they must take them as we prepare them." When told that they should learn the language of the market they seek, the answer is: "Let them learn English. We have no time to learn their language." These observations have called forth some pertinent comments of a prominent paper in the Pacific coast. The *Call* remarks, the English and Germans learn enough Chinese and Japanese for the purposes of trade. Therefore the American insurance companies and commercial houses in China and Japan are managed by other than Americans, yé Europeans who speak the language of the country. To this there is one notable exception. The Standard Oil Company, in Asiatic operations, makes a specialty of employing Americans who speak the language of the market with which it is dealing. It is said that at present the only chance for commercial employment in the East, for the few Americans who are studying Chinese and Japanese in American colleges, is with that company. But then the students of Japanese, when they arrive, find it necessary, in many cases to make up for errors in the college instruction. In teaching both Chinese and Japanese our colleges, our contemporary states, "the literary language alone is deemed worth attention. In Japanese the colloquial language is scrupulously avoided and the students taught Sinico-Japanese, which is of no use in trade, for it is the literary language or sermons, lectures and addresses and its composition. The substructure of Japanese and Chinese is the colloquial tongue, language of common intercourse and the literary language is the superstructure. Our college chairs of Oriental languages should teach the practical, colloquial tongue first, and thoroughly; these students may go further if they so choose to do so. When students have no knowledge of the colloquial tongue go out to the East, they find the literary language of no, or little, assistance in acquiring the colloquial, which alone is in use in trade and business. It seems strange that after so many years of contact with Orient we find ourselves so little prepared with the means of getting the trade

ought to have. If our commerce is to be confined to flour and raw textile fiber, its proportions will never justify our expectations. It does seem as though our two great California universities should supply the men needed in that trade with a working knowledge of the commercial, or colloquial language of China and Japan." In support of its assertions, the *Call* advances the suggestion that direct contact is required for the best conditions of trade, and knowledge of the language is absolutely necessary to make it effective. At present, as American Consuls in the Orient report, the attempts to make trade are by correspondence. They say that while English and German merchants are prompt in response to correspondence, American often make no reply at all, or, as in several cases observed, the reply runs: "We shall be glad to fill any orders you send, but upon our own terms and conditions." As the other party's wishes are ignored in advance, no request comes back for a statement of "our own terms and conditions," and there is no trade. Under these circumstances, the article from which we quote concludes, "it is not surprising that Japan is getting trade in China that we might have, and that our European rivals are getting trade in both empires that should be ours. If there is a boy in California who wants a profitable career as a merchant in the Orient, let him employ a bright Chinese who can teach him the colloquial Cantonese dialect, which is spoken also by the Koreans. He will have no difficulty in finding a Japanese schoolboy who can teach him the trade language of that country. A vocabulary of a thousand words in each will equip an American for Oriental trade. The time spent will be more profitably employed than in the merely intellectual pleasure of acquiring Greek and Latin. Chinese and Japanese are older tongues than these, and they are not dead languages yet, though they have undergone evolution from their primitive form. If the Pacific Ocean is to become an American lake, we must know the languages spoken and the possibilities of commerce on the Oriental shore of our big pond."

LOCAL AND GENERAL.

Mrs. Elizabeth Tutcher has been appointed headmistress of the Bellios Public School, in place of Mrs. E. A. Bateman, retired.

DURING the twenty-four hours ending at noon to-day, nine cases of plague have come to the notice of the Sanitary Board. They all terminated fatally.

THE Water Police charged three hawkers before Mr. C. A. D. Melbourne, at the Police Court this morning, with being found on board the steamer *Hong-moh*, yesterday afternoon, without the permission of the master. They were fined \$10 each.

SEVEN coolies were paraded before Mr. F. A. Hazelton, at the Magistracy this morning, two being charged with keeping a common gaming house in Tu Hong Lane, and the others with gambling. His Worship fined the two leaders \$75 each, and the remainder \$5 apiece.

LEAVE of absence to the neighbouring countries on private affairs has been granted to the undermentioned officers:—Royal Engineers: Lieut. G. L. Hall, and Lieut. A. B. Ogle, from July 21st to August 8th. R. A. M. C.: Capt. J. T. Johnson, from 27th May, to 15th July.

CHAN Kam, a hawker, was arraigned before Mr. C. A. D. Melbourne, at the Police Court this morning, on a charge of taking *samsu* on board the steamer *Hong-moh*, yesterday, with the intention of selling the same to the passengers, without first obtaining the captain's consent. A fine of \$37, or six weeks' hard labour was imposed.

The application for the re-hearing was adjourned until Tuesday morning next.

THE RECENT CUSTOMS APPOINTMENTS.

It is stated in Peking that owing to the misapprehension of the Ministers of the various Powers in Peking as to the real reason of the recent appointment to the Customs the Waiwupu has instructed the Chinese Ministers accredited to the various governments of Europe and America to call upon the Ministers of Foreign Affairs, explaining the steps taken by the Chinese Government in the matter. That is to say that the appointments were made to simplify matters brought about by the resignation of Sir Robert Hart while at the same time the status quo relating to the machinery of the Customs service will continue to be observed.

—N. C. D. News.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 26th at 11.50 a.m. the barometer has fallen generally, particularly over N. China, Japan and Luzon.

The fall in Luzon is due to a typhoon, which appears to be approaching Central Luzon and to be moving NW.

In China it is caused by a depression which is apparently moving Eastwards to the N. of the Yangtze.

Pressure is highest over Central Japan. Moderate SE. winds are indicated in the Formosa Channel and along the Northern shores of the China Sea.

Forecast:—Moderate SE. winds; showery to fair.

A BADGE sold for the sum of 1s. or 2s. 6d. which exempts the buyer from being asked to purchase goods or take in raffles or entertainments, in a bazaar for bazaars which comes from Vienna, where it has proved a big financial success.

THE CASE OF SECOND OFFICER GOTSCHE.

APPLICATION FOR RE-HEARING ADJOURNED.

Mr. C. F. Dixon, of Mr. John Hastings' office, again appeared before Mr. F. A. Hazelton, at the Magistracy this morning, representing Herman Gotsche, second officer on board s.s. *Zeylon*, who was recently committed to goal for assaulting a policeman in Ship Street, and who was refused a re-hearing of the case yesterday, and renewed his application for a re-hearing of the case. Mr. Dixon said that when he asked for a re-hearing of the case yesterday it was under section 98 of the Magistrates' Ordinance, which reads as follows:—"If it shall be lawful for a Magistrate, on such grounds as he may, in his discretion, deem sufficient, to review his decision or adjudication within seven clear days from the date thereof, (unless in the meantime an application has been made to state and sign a case under section 98 and such application is not withdrawn) and, on such review, to re-open and re-hear the case wholly or in part, and to take fresh evidence and to reverse, vary, or confirm the previous decision or adjudication." It was his intention now, of renewing his application under section 103 of the same Ordinance, which reads:—"Within seven clear days after the hearing and determination by a Magistrate of any complaint, information, charge, or other proceeding, which he has power to determine in a summary way by any law now or hereafter to be in force in the Colony, either party thereto or any person aggrieved thereby who desires to question any conviction, order, determination, or other proceeding as aforesaid on the ground that it is erroneous in point of fact, may apply to the Magistrate for leave to appeal to the Full Court by way of a re-hearing, and, if such leave is granted, the Magistrate's Clerk shall, subject to the provisions of section 106, deliver to the appellant a certificate to that effect, and shall forward the original depositions in the case to the Registrar, or, if the party or persons desiring to appeal consent thereto, the Magistrate may order the case to be re-heard before him."

His Worship said that he was not aware of this section, and the question now was whether he ought to grant leave to appeal at all.

Mr. Dixon said he would turn over to section 107, and read as follows:—"If the Magistrate is of opinion that the application to state or amend a case or for leave to appeal on a question of fact is merely frivolous, but not otherwise, he may refuse to state or amend a case or to grant a certificate for leave to appeal, and shall, on the request of the party or person applying therefor, sign and deliver to him a certificate of such refusal." Mr. Dixon, continuing, said it would be a saving of expense and time if his Worship would grant a re-hearing of the case. He would ask his Worship to exercise his discretion in the matter, as his client at the time of his trial, had no chance to call evidence.

His Worship—Suppose I adjourn your application, would that prejudice you?

Mr. Dixon—No, your Worship. It all depends now on the doctor's evidence, whom I am going to call, to see whether the case will go on.

His Worship—Yes.

Mr. Dixon—Will you let the man out on bail, your Worship? The man was released on bail of \$1,000, and we are quite prepared to put up a substantial amount.

His Worship—I am not prepared to exercise my discretion in this matter.

Mr. Dixon—Well, then, your Worship, will you make an order that he shall be taken off hard labour?

His Worship—Yes, I will do that. Suppose I go and see the Superintendent of the Gaol in the matter?

Mr. Dixon—That will do, your Worship.

His Worship left the Court, and after an interval returned and announced that, as soon as an appeal is made, and notice to that effect is given to the prison authorities, the prisoner is taken off hard labour. In this case the prisoner will be exempt from hard labour.

The application for the re-hearing was adjourned until Tuesday morning next.

TELEGRAMS.

[Official.]

FRANCE AND SOUTH CHINA.

A CHINESE CANARD.

OFFICIAL FRENCH DENIAL.

[From Governor-General, Indo-China, Hanoi, to Consul for France, Hongkong].

May 25, 1906.

Please contradict flatly information *Hongkong Telegraph* concerning supposed consent by France for withdrawing French troops said to be stationed in the region of Lung-chow.

Not only have we never had any military forces beyond our frontiers of Indo-China, but our intercourse with the Taotai of Lung-chow is excellent.

The policing of both sides of the borders between Tonkin and China goes on in the most friendly conditions by Chinese forces on one side and Franco-Annamites on the other. Besides our military territories on our side of the frontier have recently been transferred to the Civil Administration.

(Signed), BEAU.

[Reuters.]

Germany.

London, 24th May. Baron Tschirchky, Minister for Foreign Affairs, speaking in the Reichstag, said that the

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

CHASE OF PULO LAUT.
"TIMLESS" REPORT AFFIRMED.

[From Our Own Correspondent]

Singapore, 25th May,
4.05 p.m.

Notwithstanding the contradiction in the House of Commons, it is certain that Germans have acquired a lease of the port of Pulo Laut.

It is intended that the port should be used as a naval station.

DANGER TO NAVIGATION.

It has been reported by the master of the British steamer *Taming* that on the 23rd instant he was compelled to abandon the bulk *Marianduque* while towing her from Manila to this port. The derelict is an old steamer 140 feet in length floating high and having two masts and a funnel. Position when abandoned: Lat. 16° 25' N., Long. 118° 45' E.

HONGKONG OPIUM FARM.

Notice is given in the *Gazette* that sealed tenders will be received at the Colonial Secretary's office, till noon on Friday, the 31st day of August next; for the purchase of the privileges known as the Opium Farm established under The Prepared Opium Ordinance, 1891; as amended by the Prepared Opium Ordinance, 1901; that is to say, the sole privilege of preparing opium and of selling within the Colony, (including the New Territories), opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in dross opium for three years from the 1st of March, 1902.

CONDITIONS OF TENDERING.

No tender will be received unless the tenderer produces a receipt from the Treasurer for—

- (i) A deposit of \$30,000, or of title deeds, or other approved securities to a like amount, and.
- (ii) An agreement, to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept a grant of the Farm on the terms of the tender sent in by him or fail to give the prescribed security for such grant, such deposit or securities shall be forfeited to the Crown.

Such deposit must be completed not later than noon on the 30th day of August, 1906. All deposits will be returned to unsuccessful tenderers.

The tender must state the monthly sum of ferred for the Farm as rent.

The Government does not bind itself to accept the highest or any tender.

The successful tenderer shall before the 1st day of January, 1907, deposit with the Treasurer approved security, either money or title deeds, to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted and of the stipulations' agreement in respect thereof, and the security previously deposited with the Treasurer on the tender being received will be retained until such successful tenderer shall have deposited such security. Particulars of the security offered must be submitted to the Treasurer before the 1st day of November, 1906, for the approval of the Government, and the security shall be in such form as the Treasurer may require. Title deeds of land in any British territory may be submitted for approval.

During the continuance of the privileges the successful tenderer shall be entitled to the use of a trade mark to be approved by the Governor in Council on all opium prepared by him.

STORMY WEATHER IN KWANGSI.

A Wuchou, Ku, correspondent, writing under date the 4th inst., to the *N. C. D. News*, states that the city and vicinity have suffered considerably from recent haulstorms, accompanied by boisterous weather, thunder and lightning. Kwailin, capital of the province, has suffered even worse, electric storms and severe downpours of rain being the rule for over a fortnight, commencing from the 13th of April to the end of the month. The condition of the country people is most pitiable, and unless relief be promptly given it is feared that a repetition of the condition of two years ago will result.

RIVAL INTERESTS IN TIBET.

The Vice-Imperial Resident of Lhassa, whose headquarters are at Hsining, in Kansu province, has reported to the Waiwupu that the Russian officials on the Mongolian frontiers having signified their intention to send a military officer with forty Cossacks to act as an escort for the Dalai Lama when he leaves Hsining for Lhassa, the British authorities in India have now stated their intention to send a similar force to the Kansu-Tibet borders to receive the Buddhist Pontiff when he enters Tibet, and escort him to Lhassa. The Waiwupu, accordingly, is urged by the Vice-Imperial Resident to ask the British and Russian Governments to abstain from sending the escorts in question, as the Dalai Lama will be safe enough from harm under the protection of the Chinese guards which will be furnished him in deference to his high position. At the same time, says the *N. C. D. News*, the Emperor is asked to issue a pre-emptory Rescript commanding the Dalai Lama to delay no longer his return to Lhassa under pain of severe Imperial displeasure.

FATHER GAPON.

SENSATIONAL REPORT OF HIS MURDER.
HANGED BY REVOLUTIONISTS AS A POLICE SPY.

"The Morning Leader" published yesterday (April 23) a report from its Berlin correspondent that Father Gapon, the leader of the strikers on "Valentine's Day" in St. Petersburg, had disappeared. The first post brought us a long letter from one of our correspondents in Russia announcing that the reason for Father Gapon's being lost sight of was that he had been hanged on April by his former supporters, and that not even the Russian police had any inkling of his death.

A more cold-blooded murder than that described by our correspondent it is impossible to imagine. According to him, the revolutionary priest was butchered by four labourers because he was believed to be a spy in the pay of the Russian Government.

ACHIEVED FAME IN A DAY.

Father Gapon became famous in a day. Curiously enough, it was the very day that Louise Michel, that other leader of men to the mouth of the rifles of the soldiery, was carried to her grave in Paris.

On that 22 Jan., 1905, the streets of St. Petersburg ran with the blood of the starving Putilov work people, who, led by Father Gapon and Father Sergius, were shot down like dogs at the Naval Gate. Father Sergius was killed on the spot; Father Gapon, bearing the cross and an ikon, received a bullet wound in the chest and was taken to the Olsufiev Hospital.

It was he who organised the heart-rending petition to the "Little Father," and led the people in their endeavour to present it in person to the Tsar on that fatal Sunday. He announced the peaceful visit of the masses in these words:

Sovereign,—

I fear the Ministers have not told you the full truth about the situation.

The whole people trusting in you have resolved to appear at the Winter Palace at one o'clock in the afternoon in order to inform you of its needs.

If, vacillating, you do not appear before the people, then you tear the moral bonds between you and the people.

Appear to-morrow before your people and receive our address of devotion in a courageous spirit.

I and the representatives of labour, and my brave working men comrades, guarantee the inviolability of your person.

History's marginal note on this is: 2,000 killed and 5,000 wounded.

YOU, THIRY ASSASSIN?

Father Gapon escaped from the hospital, and travelled Europe, visiting London in his journeys.

From Paris the priest again wrote to the

Tsar:

Full of simple faith in you, as the father of your people, I marched towards you peacefully, accompanied by the children of your people, as you must know—as you do know. The innocent blood of working men, of their wives and their children, of tender age, will henceforth and for ever separate you, their assassin, and the Russian people. Never will the moral tie between you and the people be renewed.

Bombs, dynamite, collective and individual terrorism, and popular insurrection await all the assassins of the people, which have been despised of its rights. Tell you this, and so it shall be. Waves of blood, such as perhaps have nowhere else been seen, will be poured out on account of you.

Eventually Father Gapon returned to Russia. Stranger tales of his gambling in Monte Carlo were associated with the name. He became the man of mystery.

ROGUE REVOLUTIONARIES.

"Some few years back," writes our correspondent, "the Russian police had a brilliant idea: they determined to start a revolutionary movement of their own amongst the workers in Moscow. Its leaders were to be police disguised as revolutionaries, and various strikes were to be organized in order to inspire the workmen with the sincerity of their mission. By this means they hoped to weaken the real party of revolution and to paralyse its action should matters come to a crisis. All went well at first, but the genuine revolutionaries soon found out what was going on, and many of them joined this police-made organisation and carried on their propaganda under the noses of the police themselves.

"The organisation was extended to St. Petersburg, and amongst those who joined it was a certain Father Gapon. It is pretty certain that at this time he had no conception whatever with the police, but was genuinely inspired with revolutionary ideas... Gapon was an adventurer; the keynote of his revolutionary fervour was vanity and a love of theatrical display. The cause of his comparative success was a gift of oratory and the power of hypnotising others by the mere force of expression, and he soon became a power among the workmen in the St. Petersburg organisation. Fortunately for him the organisation was under the protection of the police, and so he was allowed to say just what he pleased.

"Then came the famous march to the Winter Palace... After his disillusionment as to what might be expected from the Tsar, Gapon still remained a genuine revolutionist for a time. He escaped to the West. The story of his adventures, as reported in the papers, is probably as mythical as the adventures of De Rougemont.

DISSILLUSIONMENT.

"Once out of Russia, he came in contact for the first time with the leaders of the revolution who were ready to welcome him, but were disappointed in the man they met. He was full of wild schemes which were impossible to put into practice, and the coldness with which his impractical proposals were received wounded his vanity.

"It is not quite certain when he began to hold communications with the police, but an understanding of some sort had probably arrived at before his recent return to Russia. The revolutionists were not long in finding out Gapon's new role, and, thinking him too contemptible for violent treatment, they decided to render him useless to the police and harmless to themselves by forcing him to sign a confession for publication.

"But he was still looked upon by many of the working classes as a popular hero, and it was necessary to convince them of the priest's duplicity. He had, it is alleged, attempted to bribe a revolutionary to do some work of espionage. It was therefore arranged that this man and Gapon should meet, and that four labourers should be in hiding in the next room to overhear what passed, and judge for themselves.

BETRAYER BETRAYED.

"When Father Gapon had sufficiently committed himself he was told that all would be published.

"Who will believe you?" he laughed. "I shall not need to deny it."

"Then I must call witness," said the man, springing up and throwing open the door and showing the four men who had been listening.

"The wretched priest saw in the faces of the workmen not merely judgment—but Death.

For when the door was thrown open, the men, who could no longer contain their anger, hurled themselves upon the priest, who was soon

dangled from the ceiling, where he may still be hanging to this moment, as up to the time of writing (17 A. M.) the police still believe their emissary to be alive."

CHEMIST AND PHILOSOPHER.

MONS. PIERRE CURIE AND HIS WORK.

There are occasions when the Fates seem to have decreed that great disasters should befall us—when everything that ought not to happen happens, and almost simultaneously. The chance or probability of such coincidences, as nowadays, we should call them, is extremely small for any particular time. But it is likewise highly probable that they should sometimes occur. And during the past week or so great calamities have beset humanity.

The melancholy death of Pierre Curie is not the least grave in its magnitude and consequences, amongst the other events, of that fatal and unhappy week. It leaves behind it a gloom, a personal gloom, for a loss which all who have not hearts of stone must feel and mourn. Great as his achievements were, the promise of still greater work remained, whilst the fascination of his great personality, and its sudden and tragic disappearance from the scene of life, reminds us, indeed, once more of "what shadows we are, and what shadows we pursue."

THE WORKSHOP.

It is but two years ago since I visited the laboratory where the greatest discovery of our time was evolved. I found Mme. Skłodowska Curie at work. The professor was, if I remember rightly, lecturing at the Sorbonne or elsewhere. M. Henri Becquerel was amongst the visitors. I had the privilege of witnessing some interesting experiments which she was engaged in at the time. They were chiefly on the phosphorescence produced by the emanation from radium. But, unfortunately, the demonstration was cut short by an accident to a water-pipe, which nearly flooded the whole place; and we were obliged to retire to tea in some other portion of the building. Time did not permit me to return after our repast.

Not long afterwards M. Curie paid a visit to this country, no doubt at great personal inconvenience and expense, for the purpose of delivering a lecture in Albermarle-st.

Great must have been the consternation produced when M. Curie demonstrated what appeared to be a direct contradiction of the Second Law of Thermodynamics: that radium remains, of its own accord, at a higher temperature than surrounding objects; that the law of conservation of energy seemed to be at fault. But greater still must have been the satisfaction when the explanation was forthcoming as a direct consequence of the disintegration of the atom. The chemists of the more orthodox type must have been annoyed at the discovery; and they do not appear to have recovered from the shock yet.

SAVED FROM HIS FRIENDS.

Of M. Curie himself, of his position as a man of science and a philosopher, for he was something of that, too, I am not sure that I can tell so much. For he was one of the most modest and retiring of men, and few had the privilege of much more than his casual acquaintance. The time at his disposal, as it had proved too short indeed, was much too valuable to be thrown away on the "van transient splendors" of social functions, or to be wasted in the company of useless friend for their amusement. Froude, if I remember rightly, once remarked when a man has done something, if it is interesting there is a general conspiracy on the part of everybody, particularly of society, to prevent him from doing anything like it again. Curie kept his head cool.

It may be that his long estrangement from the world of wealth soured his temper towards it. For it is no secret that since the time of Fourcroy a savant has seldom, if ever, had to sacrifice so much to achieve his end, seldom, if ever, has had to encounter it in an active opposition, what was, perhaps, worse—inactive, apathetic indifference.

In the case of his compatriot Fourcroy, the most illustrious pupil of Lavoisier, the reason has been ascertained by the impartial historian. His brilliant career still forms one of the most dismal pages in the history of France. The most accomplished and eloquent lecturer of his time, he was for years debarred from that academic recognition for which he was pre-eminently qualified amongst his fellows. In an age of chivalry, when to be unchivalrous was to lose the esteem of civilised men—in those days to be civilised was to be a gentleman—he was the victim of unscrupulous wire-pullers and intrigues, who helped in every way to keep him out of that for which he was in every way best fitted.

Fourcroy, however, was, in some respects, inviolable. Curie certainly was not.

SOMETHING GREATER YET.

It was not until he had started the world with, perhaps, the greatest discovery of all time that M. Curie received even scanty recognition. And some of these he refused, not proudly, but nobly, as, for instance, the Legion of Honour, on the ground that some others who deserved it had not yet been offered it.

Chief amongst them was his own father. In these respects he reminds us somewhat of Herbert Spencer in our own country.

He looked, and doubtless was, extremely absent-minded; and it is not unlikely that the unfortunate accident might have been avoided or mitigated but for it. As a contemporary recalls, a similar end befell the Breton poet Queneau, who was crushed to death by an automobile. These incidents are amongst the unlikely, which do happen now and then. One of the finest intellects of our time has been crushed by an iron wheel as by the iron hand of destiny.

Mme. Skłodowska, who was the partner of his life, in his later discoveries has done much, if not most, to accomplish that great work. Our deepest sympathies are with her in her great bereavement. For we feel that to her, not less than to the world, the loss is more nearly irreparable.

It is rumoured that M. Curie had just discovered a new substance still more remarkable than radium. And it is possible that the long-sought-for impurity, which, as is supposed by some authorities, renders all matter radioactive, was about to be isolated. Is it to be wondered at, if even in crossing so crowded a thoroughfare as that in which he met his doom, his thoughts should have been in the clouds; as, also, indeed, too grimly, like the clouds, they have vanished, and he with them, to prove the futility of all our aims?—J. Butler Burke in *Morning Leader*.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. B. Keeble and Co. write on the 25th inst.:—Since our last issue the market continues to remain inactive and apart from a substantial rise in Perak Sugars in the North and a further drop in Hongkong and Shanghai Banks there is but little variation in rates.

Banks.—Hongkong and Shanghai Banks after offering at \$380 without leading to business have dropped to \$360 closing quiet at this rate. Nationals are steady at \$38.

Marine Insurances.—Cantons can probably be obtained at quotation. Unions continue in demand at \$380. North Chinas are firm at

\$380. There is nothing to report in Yangtze.

Fire Insurances.—Hongkong Fires have hardened owing to a slight demand having set in for shares at \$30. China Fires are quiet without business at \$30.

Shipping.—China and Manilas have been at \$22 closing steady at this rate. Douglas Steamships are firm at \$40. Hongkong, Canton and Macao Steamboats are offering at \$25. There are sellers of Indos at \$30. Shanghai Tugs continue in request at the slightly improved rate of Tls. 62½ and Tls. 51 (preference shares). Taku Tugs are in firm demand at Tls. 41. Star Ferries are quoted at \$33 and \$23 for the old and new shares respectively.

Refineries.—China Sugars have depreciated to \$165 and can probably be had, at this rate, Luxons are dull and without business at \$25. Perak Sugars have experienced a sharp and substantial rise after changing hands at advancing rates between Tls. 90 and Tls. 110, closing quiet with sellers at the latter rate.

Mining.—Chinese Engineering are easier at Tls. 10. There is no alteration in Raubus and Orientals remain fixed at G. S. 14.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have declined to \$105. Kowloon Wharves are also weaker and are down to \$103. Shanghai Dock and Engineering Co., Ltd. (late S. C. Farthing, Boyd and Co., Ltd.) have been placed at Tls. 115. Hongkong Wharves are slightly firmer and have been taken off the market at Tls. 225.

Lands, Hotels and Buildings.—Hongkong Lands have not maintained their position and are a shade easier at \$119. Shanghai Lands are procurable at Tls. 119. Hongkong Hotels have been dealt in at \$130 closing steady. Both Kowloon Lands and West Points are unchanged. Humphreys' Estates are obtainable at \$118.

Cotton Mills.—Ewos have advanced to Tls. 74 after sales at Tls. 73. Hongkong Cottons are without business at \$15. Laon Kung Mows are inquired for at Tls. 72. Soo Chees have received and have sellers at Tls. 32.

Miscellaneous.—Green Island Cement have weakened and can be got at \$20. China Light and Powers are still in favour and sales have been affected at \$105. China Provinces are

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AJAX"	29th May.
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"OANFA"	5th July.
GLASGOW and LIVERPOOL	"ASTYANAX"	5th "

The S.S. "Ajax" left Singapore on the morning of the 24th instant, and is due here on the 29th.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th "
GENOA, MARSEILLES & L'POOL	"HYSON"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
GENOA, MARSEILLES & L'POOL	"PROMETHEUS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	20th "
GENOA, MARSEILLES & L'POOL	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"OANFA"	"
GLASGOW and LIVERPOOL	"ASTYANAX"	"

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"STENTOR"	10th June.
NAGASAKI, KOBE and YOKOHAMA	"OANFA"	7th July.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN", "TEUCER"	14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th May, 1906

[3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	29th May.
NINGPO and SHANGHAI	"YOCHOW"	30th "
MANILA, ZAMBANGA, PORT DAR-		
WIN, THURSDAY ISLAND, COOK	"TSINAN"	30th "
TOWN, CAIRNS, TOWNSVILLE		
BRISBANE, SYDNEY & MELBOURNE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th May, 1906

[3]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd June, AT NOON.
RUBI	2540	R. Almond	"	SATURDAY, 9th June, AT NOON.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th May, 1906

[7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

About

ANGLO SAXON

Beginning of July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd May, 1906

[8]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIRMSSEN & CO.
Hongkong, 18th May, 1895.

[18]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

Shipping—Steamers.

FOR VLADIVOSTOK

THE Steamship

"ORANGE BRANCH,"

3,435 Tons,

will be despatched for VLADIVOSTOK

about the 2nd June.

To be followed by

S.S. "VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th May, 1906.

[480]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR."

Captain Webster, will be despatched as above,

on or about 4th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 18th May, 1906.

[554]

HONGKONG-MACAO LINE.

THE Steamship

"WING CHAI,"

Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on

Week Days, at 7:30 A.M. and on Sundays

at 8 A.M. Departs from Macao on Week

Days at 2:30 P.M. and on Sundays at 5:30 P.M.,

if tide permits.

FARES.—Week Days, 1st Class, including

Cabin and servant, \$12; Return \$12.

2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 20th inst., inclusive,

every Sunday will be an Excursion, at the

following rates:—1st and 2nd Class, Single, \$1;

Return, \$1; 1st Class, Single with Cabin, \$1;

Return, \$1; 2nd Class, Single, 50 cents; Re-

turn, 50 cents.

All Meals can be supplied on Board at \$1

Each Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on produc-

tion of the Return Half Ticket. Should

the Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

SIM WANG CO.

Hongkong, 10th May, 1906.

[17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons.

Captain

KWONG CHOW" ... 1,309.... T. R. MEAD

KWONG TUNG" ... 1,28.... R. RAMSEY.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

is the fact that there is no change after death, at least, up to the time the skin begins to perish through decomposition.

Mr. Schwartz has found that the marks on the fingers of stuffed monkeys, and upon those of Egyptian mummies are still distinct, and are of the same intensity as upon living subjects.

The lines are classified by loops, arches and whorls. These are the bases of primary classification. They are in turn classified into other figures—by shaded lines, light lines and the heavy lines.

Others are called loop arches and incidental whorls. The loops have no numerical value, ranging from two to sixteen counts in the thumb to one in the little finger.

For example, in one case at the New Jersey Reformatory there were sixteen in the thumb; eight in the first finger, four in the second, two in the third and one in the fourth.

In making classifications for record, a number of drawers in the office of the registrar, containing thousands of identification cards, are used.

FINGER LINES ENUMERATED.

These cards are numbered and, when a criminal is brought in, a print is taken to decide the number of whorls in the finger tips. Fingers of the right hand are taken as the numerator, those of the left hand as the denominator, and the fraction which results, after the audition of one to complete the possible fraction, will give the number of the drawer and the row in which can be found the exact duplicate, if there is one of the print just taken.

The number of the curves and lines is of use for purposes of identification; character study is made from the physical differentiation of the markings.

A point of a shrewd criminal is made up of very fine lines closely woven together, and the whorls, loops and arches are more easily discernible.

The degenerate is characterized by fine lines broken by minute separations and ridges, which are clearly defined under a magnifying glass.

Deep, separate and blotchy ridges mark the print of the highwayman, the burglar, while the pretty thief's prints are found to be generally distinguished by streaks and high sea to port.

Vessels in Port.

STRANDBERG.

Anglo-Caribean, Br. s.s., 2,685. D. Swan, 26th May.—Caribean 23rd May. Bullard—Orlitz, Anglo-Saxon, Br. s.s., 2,671. C. Moore, 9th May.—Caribean 16th May. Coal—Aluminite, Arto, Br. s.s., 2,301. H. Hough, 24th May.—Moj 17th May. Gen.—M. B. K. Cairo, Nor. s.s., 1,387. J. Larsen, 19th May.—Saigon 14th May. Rice—Agaard, Thoresen & Co., Cheungchew, Br. s.s., 1,212. J. Whyte, 24th May.—Penang and Singapore 18th May. Gen.—Joo Teek Seng, Chowtaï, Ger. s.s., 1,115. W. Möllermann, 23rd May.—Bangkok 16th May. Rice and Lumber—B. & S. Daigai Maru, Jap. s.s., 1,688. S. Tagami, 24th May.—Swatow 23rd May. Gen.—O. S. K. Empress of China, Br. s.s., 1,046. R. Archibald, R.N.R., 22nd May.—Vancouver, B.C., 30th April, and Shanghai 10th May. Mails and Gen.—C. P. R. Co., Fulham, Br. s.s., 2,766. H. Gow, 10th May.—Moj 5th May. Coal—D. & Co., Ltd., Germania, Ger. s.s., 1,762. H. Lorenzen, 21st May.—Bangkok 14th May. Vice—J. & Co., Jelutong, Fr. s.s., 377. L. Anderson, 21st May.—Holloway 22nd May. Gen.—A. R. K. Manila, Timor, Pot. Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Titan*, 20th May, 3 P.M. Ningpo, and Shanghai—Per *Yochow*, 30th May.—Macau—Per *Hemingham*, 21st May, 1.15 P.M. Macao—Per *Hemingham*, 1st June, 1.15 P.M. Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, and June, 10 A.M. Manila—Per *Zafiro*, 2nd June, 10 A.M. Europe, &c., India, via Tucicorin—Per *Oceanus*, and June, 11 A.M. Macao—Per *Hemingham*, and June, 1.15 P.M. Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 5th June, 11 A.M. Shanghai; Moji, Kobe, Yokohama and Sentle, Wash.—Per *Minnesota*, 12th June, 10 A.M. Europe, &c., India, via Tucicorin—Per *Sabale*, 13th June, 11 A.M. Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 20th June, 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

Departures.

Visits	From	Agents	Day
Rubi, for Manila.			May 26.
Taiwan, for Bangkok.			
Tsinshau, for Saigon.			
Prominent, for Bangkok.			
Sunmien, for Swatow.			
Zweina, for Amoy.			
Chihli, for Canton.			
Tsawang, for Canton.			
Tsinlong, for Tacona.			
Yuenlong, for Manila.			
Fookiang, for Calcutta.			
Tidwong, for Macassar.			
Chiuyou, for Shanghai.			
Bancu, for Moll.			
Kweichow, for Tientsin.			
Keungtse, for Shanghai.			
Shaoching, for Shanghai.			

Passengers arrived.

Per *Simongan*, from Singapore—137 Chinese.

Passengers departed.

Per *Precious*, for Shanghai—Messrs. J. Analey, Galanpoix, Ching D. L. Ondarides, O. Fischer, T. Schirio, Mr. and Mrs. Davies, Miss Weather, Lieut. W. V. Neumann, Capt. Lehmann, Mr. and Mrs. Levy, Rev. Pfleiderer, and Mrs. Wolos, For Nagasaki—Messrs. Kavanishi, Petscheltzitke, and Mrs. Sada, For Kobe—Mr. and Mrs. Relius, and Mr. S. Kato, For Yokohama—Miss Allen, Meiss, A. II. Baillie, Leo Cho, Mow Chang, Ching Kim, Gilliard and family, and Miss S. Koma.

Shipping.

Str. *Kish* from Middleboro, etc.—Stormy weather all the way from Singapore.

Str. *Chihli* from Wuhu:—Dirty weather, strong NE. wind and high seas, with heavy rain.

Str. *Simongan* from Singapore:—Fine weather to Pulau Sapatu, then strong WSW. wind and heavy sea to Pandaran, afterwards strong N.E. winds with rain, and squalls and high sea to port.

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He has something like 3,000 thumb prints at present. In explaining them the other day he said,

"Finger prints are of no especial value to police departments, but to penal institutions are in every way superior to the Bertillon system of measurements."

"A policeman cannot pick up a man on the street by means of the finger-print sheet he has with him. He is first identified, sufficiently to warrant arrest, by the Bertillon photographs and measurements, and then, for positive identification, the finger-print charts are brought into use. If he is the right man, it will be proved beyond peradventure by the marks and the individuality of the ridges and creases."

The possibilities of the finger-print system of identification are unlimited. Much depends, according to Mr. Schwartz, upon the care with the prints are taken, and how the counts are made.

A more general use of the system throughout the country, it is asserted, will be of immense value to the police departments of America and Canada, and it is believed that, in time, there will be a central government bureau where every criminal in the country will be registered by this system.

Shipping.

Arrivals.

Apenrade, Ger. s.s., 61. Gontard, 26th May.—Pakhol 23rd May, and Hoihow 24th, Gen.—J. & Co.

Kish, Br. s.s., 3,148. E. Robertson, 26th May.—Middlesex via Antwerp and London 7th April, Gen.—N. Y. K.

Jason, Nor. s.s., 1,201. Neilsen, 26th May.—Wuhu 19th May, Rice—A. T. & Co.

Simongan, Ger. s.s., 1,200. Zuiderhout, 21st May.—Singapore 18th May, Sugar—Chinese.

Devawongse, Ger. s.s., 1,057. T. V. Bruhn, 26th May.—Bangkok (Kohchang) 19th May, Rice and Meal—B. & S.

Wuhu, Br. s.s., 1,227. W. Richards, 26th May.—Canton 26th May, Gen.—B. & S.

Yochow, Br. s.s., 1,326. Brown, 26th May.—Canton 26th May, Gen.—B. & S.

Mongolia, Am. ss., 8,750. W. P. S. Porter, 26th May.—San Francisco and Shanghai 2nd May, Mails and Gen.—P. M. S. Co.

Clearances at the Harbour Office, Dalgi Maru, for Swatow, Tremont, for Moli, Kwinkow, for Taingtao, Hallan, for Hoihow, Cheonechew, for Amoy, Blithiuan, for Salong, Nuanank for Swatow, Fookiang, for Singapore, Hongmai, for Amoy.

Departures.

Visits	From	Agents	Day
Rubi, for Manila.			May 26.
Taiwan, for Bangkok.			
Tsinshau, for Saigon.			
Prominent, for Bangkok.			
Sunmien, for Swatow.			
Zweina, for Amoy.			
Chihli, for Canton.			
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Tsinlong, for Tacona.			
Yuenlong, for Manila.			
Fookiang, for Calcutta.			
Tidwong, for Macassar.			
Chiuyou, for Shanghai.			
Bancu, for Moll.			
Kweichow, for Tientsin.			
Keungtse, for Shanghai.			
Shaoching, for Shanghai.			

Passenger arrived.

Per *Simongan*, from Singapore—137 Chinese.

Passenger departed.

Per *Precious*, for Shanghai—Messrs. J. Analey, Galanpoix, Ching D. L. Ondarides, O. Fischer, T. Schirio, Mr. and Mrs. Davies, Miss Weather, Lieut. W. V. Neumann, Capt. Lehmann, Mr. and Mrs. Levy, Rev. Pfleiderer, and Mrs. Wolos, For Nagasaki—Messrs. Kavanishi, Petscheltzitke, and Mrs. Sada, For Kobe—Mr. and Mrs. Relius, and Mr. S. Kato, For Yokohama—Miss Allen, Meiss, A. II. Baillie, Leo Cho, Mow Chang, Ching Kim, Gilliard and family, and Miss S. Koma.

DOCK RETURNS.

HONGKONG AND WHAMPAO DOCKS.	
Prominent	at Kowloon Dock.
Tak Hing	" "
Alta	" "
Longwo	" "
Lymoon	" Cosmopolitan "

SHANGHAI.

18th inst.

Str. *Kish* from Middleboro, etc.—Stormy weather all the way from Singapore.

Str. *Chihli* from Wuhu:—Dirty weather, strong NE. wind and high seas, with heavy rain.

Str. *Simongan* from Singapore:—Fine weather to Pulau Sapatu, then strong WSW. wind and heavy sea to Pandaran, afterwards strong N.E. winds with rain, and squalls and high sea to port.

Post Office.

A Mail will close for:

Swatow, Amoy and Fochow—Per *Haitan*, 27th May, 9 A.M.

Annoy—Per *Hongmok*, 27th May, 5 P.M.

<p

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAK, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,

LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "GALEDONIEN."

Captain Gregorj will be despatched for
MARSEILLES on TUESDAY, the 29th
May, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Nirvana* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. *SALAZIE* 12th June.
S.S. *OCEANIEN* 26th June.

S.S. *TOURANE* 10th July.

S.S. *TONKIN* 24th July.

S.S. *ARMAND REHIC* 7th August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th May, 1906.



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICAN
and SOUTH AFRICAN PORTS).

DODWELL & CO., LIMITED,
Agents.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Conducting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Lyra 4,417 G. V. Williams 3rd July

Shawmut 9,666 E. V. Roberts 27th July

Tremont 9,666 T. W. Garlick 22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Gargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,

Hongkong, 26th May, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUKEZ CANAL;

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About

SATSUMA 31st May.

SIKH 7th June.

"WRAY CASTLE" to follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th May, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cam-
bric Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiorress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY * * *

Per Case.

\$22.50

20.00

16.75

20.00

JOHN WALKER & SONS' OLD HIGHLAND

12.50

C. P. & CO'S SPECIAL BLEND

10.50

PORT WINE, INVALIDS

20.00

DOURO

13.75

SHERRY, AMOROSO

20.00

LA TORRE

16.00

BENEDICTINE, D.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.
ESTABLISHED 1859.

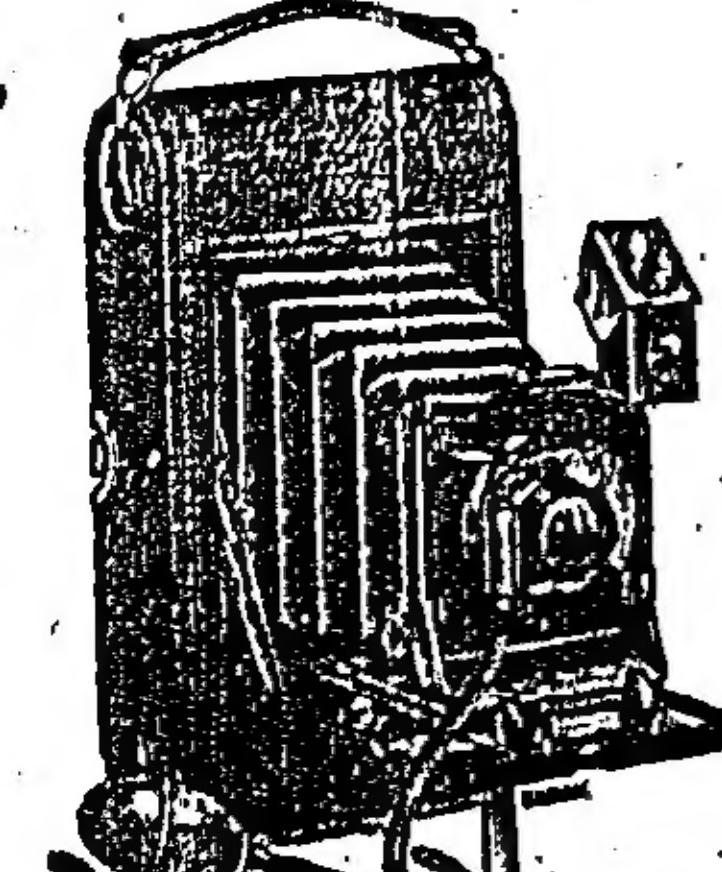
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PRICE AT PRESENT.	CLOSING QUOTATION.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 } { \$9,500,000 } { \$250,000 }	\$1,699,777	{ \$1 15/- div. and \$1 bonus @ ex. 2/9/16 } { ==\$2.87 for 2nd half-year 1905 }	5 %
National Bank of China, Limited	90,925	\$7	\$65	{ \$127,35 } { \$150,000 }	\$74,099	\$2 (London 3/6) for 1905	...
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 } { \$147,895 }	\$211,540	\$20 for 1904	5 %
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$100,000 } { Tls. 100,000 } { Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 on account 1905	5 %
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$40,000 } { \$331,131 } { \$153,844 }	\$2,792,271	Interim div. of \$30 for 1905	5 %
Yangtse Insurance Association, Limited	8,000	\$100	\$60	{ \$80,000 } { \$61,278 } { \$15,527 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 } { \$229,488 } { \$2,616 }	\$344,008	\$6 for 1904	7 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$6,000 } { \$64,638 } { \$88,941 }	\$6,563	\$1 1/2 for 1905	6 1/2 %
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$6,000 } { \$64,638 }	Nil	\$3 1/2 for year ended 30.6.1905	8 1/2 %
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$150,000 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905	8 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$154,331 } { \$120,000 } { \$241,150 } { \$39,999 }	\$4435	12/- @ 1/10 = \$6,29,51 for 1904	7 %
Indo-China Steam Navigation Company, Limited	50,000	\$10	\$10	{ \$1,000,000 } { \$100,000 }	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	\$50	\$50	{ \$400,000 }	...	Final Tls. 14 making Tls. 34 for 1905	7 %
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	{ \$4,144 } { \$65,000 } { \$24,357 }	929	4/- (Coupon No. 6) for 1905	4 %
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$9,000 } { \$8,000 } { \$80,000 }	Tls. 13,913	\$1.80 for year ending 30.4.1905	4 %
Taku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	{ \$80,000 } { \$80,000 } { \$80,000 }	...	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 } { \$450,000 } { \$86,129 }	\$40,914	Final of \$15 making \$25 for 1905	15 %
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$132,588	\$3 for 1897	...
Perak Sugar Cultivation Company, Limited	7,000	Tls					